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BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE R.A.C. INTERNATIONAL RALLY OF GREAT BRITAIN—FULL REPORT AND PICTURES : B.R.M.—THE TRUTH ABOUT TURIN : FORTY EIGHT HOURS HARD—WITH STIRLING MOSS IN THE LYONS-CHARBONNIERES RALLY : THE BOREHAM SPRINTS : HOLIDAY SPORT

JOHN BUCKLEY

• GARDNER WHOLLS

• H. A. T. BROWN

• "AERIALS"

R·A·C

**INTERNATIONAL RALLY
OF GREAT BRITAIN****JAGUAR****2nd****3rd****4th****AND BEST PERFORMANCE BY A LADY***All in Open Car Class*

Jaguar Cars also returned fastest times of the day in the Tests at Eppynt, Rest-and-be-Thankful and in the Lake District.

Congratulations to Mr. J. C. Broadhead, Mr. E. I. Appleyard, Mr. T. B. D. Christie and Miss M. Newton on their performances with their privately owned and entered Jaguars.

Subject to official confirmation.

THE SECOND R.A.C. INTERNATIONAL RALLY OF GREAT BRITAIN

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BRITISH RALLY

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(OPEN CARS)

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(Jaguar XK120)

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Morgan

DRIVERS

W. A. G. Goodall

P. H. G. Morgan

W. D. Steel



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BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 15.

April 11, 1952

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EDITORIAL

THE failure of B.R.M. to enter a car for Turin may have the gravest repercussions as regards the future of the organization. Bourne must know that the chances of there being a sufficient number of Formula 1 events in which their cars can run are extremely slender. Belgium made the Grand Prix of Europe to be run on 22nd June a Formula 1 affair solely because B.R.M. promised the appearance of at least two cars. Although no car was actually entered for Turin last Sunday, it was taken for granted by Continental organizers that Bourne would not let slip the opportunity to try out at least one B.R.M. in one of the very few events known to be for Formula 1 cars. However, the sponsors of the 16-cylinder machine refused to take a gamble, and preferred to concentrate on the possibility that Juan Manuel Fangio would agree to drive for them if he was satisfied with the B.R.M. The claims of Stirling Moss appear to have been completely ignored, and although the technicians at Monza were certain that a B.R.M. was sufficiently raceworthy to put up a good show at Turin, the Bourne people were adamant that an entry was impossible.

This magazine has often been completely alone in advancing the opinion that B.R.M. should be given every possible chance. On this occasion, we must share with the mechanics at Monza, and with Stirling Moss, a great and bitter disappointment.

* * *

BRITISH motoring clubs, looking to the premier organization for an example in how rallies should be run, cannot be blamed for expressing surprise that a full-scale International event should have given rise to so many debatable points. For example, the wisdom or otherwise of abandoning the Silverstone speed tests will always be a topic for discussion among rally-drivers. Practically every competitor was astonished that the speed tests were scrubbed on the grounds that the circuit was unsafe. Surely the object of a rally is to discover the winners, and one can scarcely imagine the Monte Carlo people abandoning the Col de Braus eliminating test, or even the St. Puy-Valence road section, merely because of wintry weather. Snow is one of the hazards of motoring, and difficult weather conditions are among the things anticipated by competitors in a long-distance event. In organizational matters the R.A.C. must be like Caesar's wife, and it is to be hoped that the next Rally of Great Britain will provide the kind of contest that has made the majority of Continental events of such significance in the motor-sporting world.

OUR COVER PICTURE

MOSS AT MONZA: Stirling Moss in the disc-brake B.R.M. during high-speed tests on the Italian circuit. Great disappointment was felt that the brilliant young driver was not given the opportunity to race at Turin.



HAPPY GROUP—but this was taken before the decision not to go to Turin was announced. B.R.M. technicians dining at the Villa Marchesa, Monza.

THE TRUTH ABOUT TURIN

Why B.R.M. Did Not Enter for the Grand Prix of Valentino

WHEN two B.R.M.s were sent to Monza for testing, the sponsors gave out that there was a possibility of an entry for the G.P. of Valentino at Turin, on 6th April, if tests proved satisfactory, and if sufficient first-class opposition was present to justify such a step. Naturally the race organizers publicized the possibility of B.R.M. participation, and it was entirely due to this that Enzo Ferrari was persuaded to prepare a team of 4½-litre G.P. cars.

The prospect of a B.R.M.-Ferrari duel excited Continental motor-racing circles, and organizers of Europe's main races looked to the Turin race to give them some sort of lead as to whether or not it would be worthwhile staging pukka Formula 1 events during 1952. It was freely stated that if B.R.M. could provide evidence of offering anything like a serious challenge to Ferrari, then it was likely that several races now in the melting pot for Formula 2, would possibly be organized on a full-scale Formula 1 footing.

Naturally the sequence of events keyed up the B.R.M. mechanics as nothing has ever done before. Weary men were transformed into a group full of enthusiasm. Nothing was spared to make the two cars as raceworthy as possible. Stirling Moss did the preliminary testing, and during his absence on the Lyons-Charbonnières Rally, Ken Wharton took over.

Technical director Peter Berthon expressed himself as being more

than satisfied with the results obtained at Monza, and many minor modifications were carried out to both cars, one of which had experimental Girling disc-type hydraulic brakes. Girling technicians Redmayne and Davis obtained valuable data on braking, whilst "Dunlop" Barlow was there to check carefully tyre behaviour at the high speeds possible on the Monza circuit.

Wharton returned to England, and Moss took over testing once more. It was a tonic to see how the B.R.M. mechanics under team manager Tony Rudd worked on both cars. There were Dave Turner, Willy Southcott, Gordon Newman, Arthur Ambrose, Stan Hope and Dick Salmon—all determined that the cars in their care should be 100 per cent.

The disc-brake car had shown signs of a slight falling off in oil pressure, but this was rectified and this B.R.M. sang round Monza with the joyous note of a real thoroughbred. On a wet track, Moss circulated at 2 mins. .08 secs., with plenty of revs. in hand. The brakes were truly phenomenal and it was small wonder that "P.B." and his men were confident that the car would not disgrace itself at Turin.

However things were happening back in England. News was received from Argentina that Fangio accompanied by Gonzalez were flying to England and would arrive on 5th April to try out the cars. The B.R.M. organization immediately ordered the return of both the Monza cars, and steadfastly refused

to consider even the possibility that either of the machines could put up a showing at Turin. Priority was given to the Argentinians and Stirling Moss was informed that there would be no Turin drive for him.

The disappointment of both Moss and the B.R.M. contingent was almost heartbreaking to see. A statement was published in the Italian papers that no entry would be forthcoming at Turin because the cars were not ready. This was most unfair on men who had sweated blood to make cars ready.

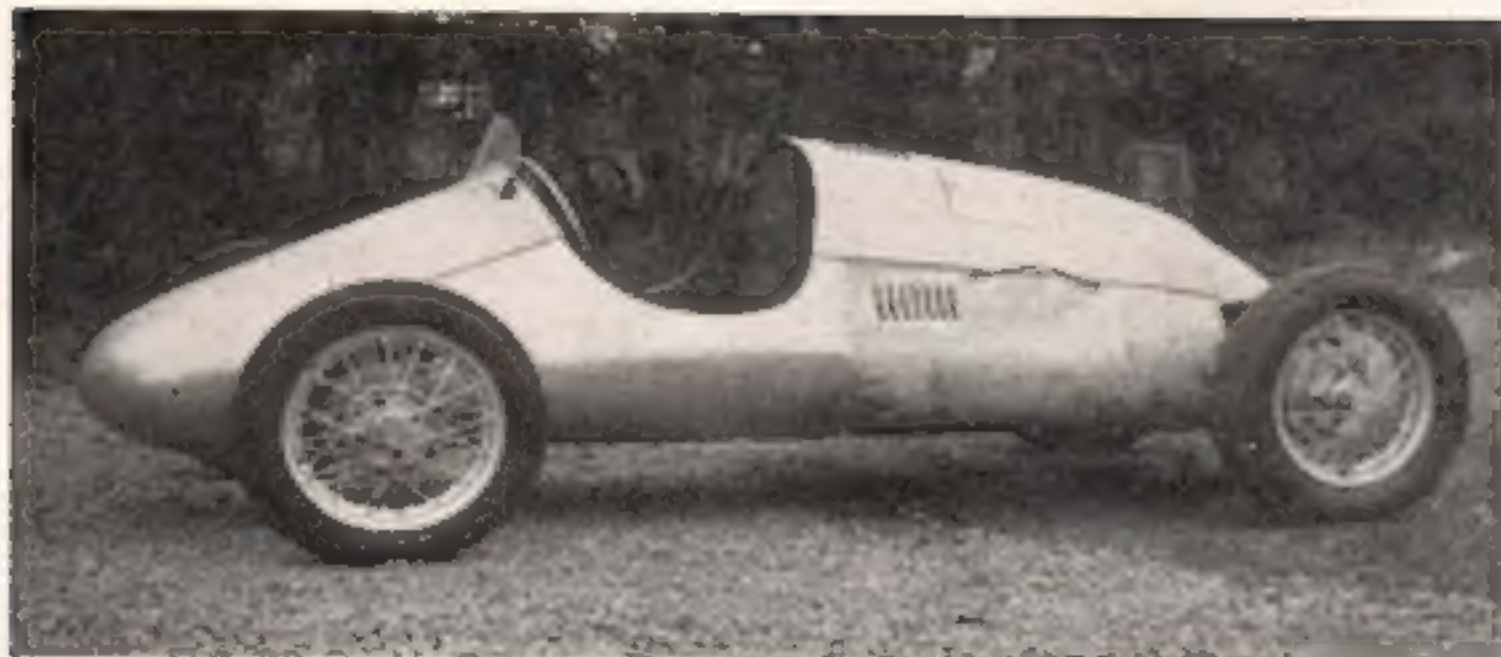
A last-minute effort was made to convince the sponsors that the entry of one car at Turin, even on the basis of giving it a test under full racing conditions, would prove more than beneficial to the future of the marque, if not to the entire framework of the existing Formula 1. However, Bourne insisted that the possibility of another fiasco could not be contemplated, and that cars must be available back in England for the Argentinian drivers to try out.

So ended yet another chapter in the sorry history of the 16-cylinder cars. The decision admittedly was difficult, but to those on the spot it was evident that the whole motor-racing community on the Continent had its eyes on Turin. The presence of a green car, and the sound of that wonderfully defiant exhaust note from the most powerful Formula 1 engine in existence, would have done more for the retention of races to the existing Grand Prix formula, than can ever be realized.

It is to be hoped that the organizers of the Grand Prix of Europe at Spa on 22nd June, will not be unduly influenced by the events at Turin, otherwise, convinced that the race will be a foregone conclusion for Ferrari, they might switch over to Formula 2—even although it has been announced that the race will be for Formula 1 machines.

LE MANS NEWS

JACK FAIRMAN, who has lapped the Sarthe circuit third fastest of any driver, will share a J2X Allard with Sydney Allard. Another Allard will be driven by A. E. Curtis and Zorra Duntov. Pierre Veyron and Yves Giraud-Cabantous will handle a Nash-Healey.



J.B.S.—1952: (Above) First of the latest, ultra-lightweight J.B.S. "500s", which has a very far forward driving position. (Below) Charles Bottoms with the chassis, the design of which is similar to previous J.B.S. practice.

SPORTS- NEWS

MORE RECORDS TO TARUFFI

DRIVING his twin-boom Maserati-engined Italcorsa, Piero Taruffi successfully attacked four International Class E records on the Appian Way between Rome and Naples, last week.

He set up a new one-hour record at 215 k.p.h., exceeding Luigi Chinetti's two-year-old Ferrari speed by over 12 k.p.h.; the latter's 200 kilo. figures were improved to 219.833 k.p.h., while Taruffi also raised the 50 and 100 kilo. records, previously held by Gwenda Hawkes's Miller, to 226 k.p.h. and 224 k.p.h. respectively. These new figures are, of course, subject to confirmation; Taruffi was using a British oil-Vigzol, in his car.



THE VALENTINO G.P.

WITH no worthy Formula 1 cars to challenge them, Ferraris scored an easy win in last Sunday's race at Turin. Villorelli was the winning driver with a 4½-litre car and Taruffi came second, over a minute behind, in a 2½-litre Ferrari. The two remaining members of the team were less fortunate. Alberto Ascari held the lead for 56 of the 60 laps, then retired, while Farina, who turned the fastest practice and race laps, crashed on a bend, receiving slight injuries. The 4½-litre Ferraris which ran at Turin are earmarked for the Indianapolis



MYSTERY ALFA: A new Alfa Romeo, which was photographed recently at Monza, putting in some remarkably fast laps. It is believed to be one of the Le Mans cars.

500 Miles race at the end of May.

Third and fourth places were filled by Rudolph Fischer (2½-litre Ferrari) and Peter Whitehead, the sole British representative, driving his 1½-litre supercharged Ferrari. Etancelin (Talbot) and Stuck (AFM) retired. Entries included Bonetto (Maserati), Piotti (Osca), Rol (Osca), Schell (Maserati), Machieraldo (Maserati), Claes (Talbot), and Swatters (Talbot).

RESULTS

(60 Laps of Valentino Park Circuit;
Total Distance 156.5 Miles)

1, L. Villorelli (4½-litre Ferrari), 2 hrs. 6 mins. 28.6 secs., 74.27 m.p.h.; 2, P. Taruffi (2½-litre Ferrari), 2 hrs. 7 mins. 34.6 secs.; 3, R. Fischer (2½-litre Ferrari), 3 laps behind; 4, P. N. Whitehead (1½-litre Ferrari S.), 3 laps behind; 5, J. Claes (4½-litre Talbot), 5 laps behind; 6, J. Swatters (4½-litre Talbot), 9 laps behind.

Fastest Lap: G. Farina (4½-litre Ferrari), 2 mins. 1.2 secs., 77.47 m.p.h.

R.A.C. RALLY

Imhof (Allard)—Becquart (Jowett)
Take Team Award. Miss Newton

By

BARCLAY INGLIS

as they set off at intervals from 8 o'clock onwards on the morning of Monday, 31st March, and deep snow lay along their route to Silverstone. Snow ploughs had been out and on many sections, particularly to the north of London, only a single track had been cut through the drifts. Traffic jams resulted and for a time A5 was jammed completely where an overturned bus had blocked this busy main road. Frantic detours were the order of the day and 24 of the Hastings contingent were late at the control. Four competitors were already out of the rally

VICTORS: (Above) Godfrey Imhof (J2 Allard) on Rest-and-be-Thankful hairpin. He made best performance in the open car class.

(Right) Marcel Becquart, from Annecy, in his Jowett Javelin in the final eliminating test. He was the winner of the closed car category.

BEGINNING in severe wintry conditions, the second R.A.C. International Rally of Great Britain, sponsored by the *Daily Telegraph*, ended at Scarborough last Saturday in more seasonable weather, and, indeed, once the first 24 hours were behind them, competitors were fortunate in encountering fairly mild weather with only a little rain. The 1,800 mile road section took them touring through some of the grandest scenery in the country and combined with the special tests *en route* to constitute a diverse challenge to crew and car. Of the 242 starters, 199 completed the course and, with only a few marks separating the class leaders when they reached Scarborough, it was apparent that the final eliminating test on Saturday over the motor-cycle racing circuit at Oliver's Mount would settle the results.

Godfrey Imhof, handling the Cadillac-engined Allard with precision and all his usual verve, jumped from fifth place to win the Open Car class with 183.8 marks. Marcel Becquart, also lying fifth in his category, took his Jowett Javelin through this speed-regularity test to such purpose that he won the class for Closed Cars up to 2,500 c.c. with 222.6 marks, while P. W. S. White and his Ford Pilot headed the Closed Cars over 2½ litres with 240.4. The Ladies' Award for Open Cars went to Miss Mary Newton (XK 120) and for Closed Cars up to 2,500 c.c. to Miss C. Sadler (Rover 75), there being insufficient eligible competitors for a Ladies' Award to be made in the large Closed Car class. A well-deserved and popular win, for their performance had been the outstanding feature of the event, was the gaining of the Team Award by the Morgan works' team driven by Peter Morgan, W. A. G.



Goodall and Dr. W. D. Steel—and this against the tough opposition of 24 other one-make teams.

The organization, while doubtless perfect on paper, was merely good in parts, lacked cohesion and at times fell considerably below club standards. The atmosphere, the excitement and the tension of the big international rallies were somehow missing, and the more experienced competitors, while agreeing that this year's was on the whole an improvement on that of 1951, felt that the event still has far to go before establishing a worthwhile international reputation.

With five non-starters at Scarborough and four at Hastings, the field became 242, of whom 106 had chosen Hastings as their starting-point. Sleet was falling

—two failing to turn up at Silverstone at all, and two being excluded for arriving over an hour behind schedule. Three incurred penalties for coming in too early. The Scarborough party of 136 cars found things rather better and all reached the circuit on time.

Hitch No. 1 awaited the crews as they clocked in from 12.30 onwards. Five and a half hours previously, a good deal of slush had been lying on the track and a decision had been taken to scrap the speed test over 10 laps of the new 1.7 mile Club Circuit, on the grounds of safety. In the meantime, however, the thaw had continued and even the earliest arrivals could see no sense in the decision, which, they felt, had been reached prematurely. Officers in mid-morning swept the course clear of what melting

Y OF GREAT BRITAIN

velin)—White (Ford Pilot) Win Their Classes: Morgans Again
ton (XK 120) and Miss Sadler (Rover 75) Win Ladies' Prizes

slush then remained were declined, but even without assistance the track was no more than wet by noon. Competitors were furious and their annoyance persisted until the end of the rally. Gatsonides summed it up from the standpoint of the experienced international rallyist by saying that even the smallest Continental rally would have required 200 tons more snow before cancelling a simple test where the only penalty for a mistake was to run out of road on the wide open spaces of an aerodrome. Most comments were less printable, as competitors were held with nothing to do for an hour in the biting wind which swept across the paddock. At least, they thought, the test might have been run at reduced set speeds, although those originally laid down ranged only between 45 and 55 m.p.h. and seemed safely attainable.

Cold, dispirited and wondering how much more of the programme would be washed out, the crews set off one by one for Bridport. There was plenty of snow to be seen, and roads near Hungerford were blocked, but alternatives were open and the section did not prove over-difficult. So on to Castle Combe race circuit, where, in the dark and by the lights of the car, a test was held, involving accelerating into a bay to the left of the starting line, reversing into another alongside it and out to a flying finish. This was a fascinating spectacle, and we certainly saw some fun. J. H. Readings (14-litre M.G. saloon) was incredibly fast in reverse; Page-Croft's A.C. followed suit but knocked a pylon for six; Gatsonides started off in top but was allowed another run. The real fireworks came from the open cars, Teddy Booth's Jowett and Ken Bancroft's Morgan—each clocking 21.6 secs., with George Rollings's Healey and J. V. S. Brown's H.R.G. next in 22.8 secs. R. W. Horton's Citroën led the smaller closed class with 24.2, and the larger closed cars (here at a disadvantage) were topped by J. Park's Allard with 31 seconds.

CASTLE COMBE TESTS

Best Performances

Class 1. Open cars Ken Bancroft (Morgan), 21.6 secs.; E. B. Booth (Jowett), 21.6; G. S. Rollings (Healey), 22.8; J. V. S. Brown (H.R.G.), 22.8; G. A. Falley (M.G.), 23.2; P. H. G. Morgan (Morgan), 23.4; E. V. Lewis (M.G.), 23.8; D. S. Griffin (M.G.), 24.2.

Class 2. Closed Cars (Under 1,500 c.c.) R. W. Horton (Citroën), 24.2; R. S. Proust (Austin), 25.0; J. H. Readings (M.G.), 25.2; Peter Bolton (M.G.), 25.8; R. P. Lane (Riley), 27.0; P. G. Cooper (Mox), 27.2; F. Scott (Mox), 27.2; Norman Garrad (Sunbeam-Talbot), 27.2.

Class 3. Closed Cars (Over 1,500 c.c.) J. Park (Allard), 31.0; M. R. G. Mostyn (Austin), 32.4; G. M. Gee (Citroën), 32.4; H. Goodman (Allard), 32.6; T. G. Shanely (Austin), 33.6; R. W. Woolaway (Austin), 33.8; R. C. Syme (Austin), 34.8; Percy White (Ford), 35.2.

A high wind was blowing and the temperature was about freezing point as competitors set off for Llandulas via

Gwar Gate and Abergwili, and there were ice patches on the roads in places. At Gwar the proprietor of the Glannant Café, which was the control of passage, earned the blessings of one and all, serving a phenomenal number of hot meals with great dispatch. At Llandulas a speed test was to be run over the 2.2 mile military road on Mount Eppynt, and here considerable delay was caused by the failure of the radio telephone which the Army was operating between the start and the finish. No alternative had been laid on, and a queue some hundreds of yards in length quickly formed. The early cars were held up for three-quarters of an hour, but this time-lag built up, as the apparatus continued to give trouble intermittently, to something nearer two and a half hours for the later numbers.

The course consisted of a narrow road beginning with a steep downhill section, a couple of hairpin bends, a double hairpin over a narrow stone bridge, some steep gradients and a downhill finish, the surface being dry but rather loose. The first bend allowed a margin of error of about two feet, speeds were high, the corners tricky. The sun was rising as the first car went off just before 7 a.m., the drill being to cover the distance as quickly as possible to avoid penalties calculated by reference to each class average. Passengers were carried, there were no practice runs, and much hair stood on end. Indeed, many of the most hardened competitors described the test as highly dangerous and it was perhaps fortunate that no one came to grief. Several had their moments, however, Miss Lorna Snow's XK 120 contributing a truly spectacular one when it got out of control on a corner and all but went off into space. Cars were being started at fairly short intervals, and Leslie Johnson, following her in his Jaguar, was baulked and had to return for a re-run. This proved to be terrific—2 mins. 30.4 secs.

Ian Appleyard, who had been disappointing at Castle Combe, got cracking to return 2 mins. 31.2 secs., and with Christie and Broadhead three seconds behind, it was XKs all the way, although Goff Imhof had been impressively fast with the Allard. Perhaps the most overwhelming performance was that of Nancy Mitchell, who took her Hurg through in 2 mins. 45.2 secs., fastest of the under 1,500 c.c. cars. O'Hara Moore's Frazer-Nash, not sounding too happy, showed that nothing much was wrong by returning 2 mins. 38 secs., while Rollings's Healey got 2 mins. 40.6 secs., and Peter Reece's Morgan was just three seconds slower. He and Jack had listened to the exhaust note of the Frazer-Nash and formed a mental picture of the road from the varying sounds of acceleration and over-run—pretty bright after a sleepless night. Marcel Becquart's Javelin recorded 2 mins. 53.6 secs., but Class 2 was led by J. S. Kinsley's Lea-Francis with 2 mins. 33.8 secs., the heavy saloons headed by Thomas's Bentley and White's Pilot tying with 2 mins. 59.6 secs.

EPPTYNT TEST

Best Performances

Class 1 (Under 1,500 c.c.) Nancy Mitchell (H.R.G.), 2 mins. 45.2 secs.; Tommy Wise (Jupier), 2m. 49s.; Bert Hadley (Jupier), 2m. 50.4s.; J. V. S. Brown (H.R.G.), 2m. 51.2s. (1,501-1,500 c.c.) H. C. O'Hara Moore (Frazer-Nash), 2m. 38s.; G. S. Rollings (Healey), 2m. 40.6s.; Peter Reece (Morgan), 2m. 43.6s.; W. D. Steel (Morgan), 2m. 44.4s. (Over 1,500 c.c.) Leslie Johnson (Jaguar), 2m. 30.4s.; Ian Appleyard (Jaguar), 2m. 31.2s.; T. B. D. Christie (Jaguar), 2m. 34s.; J. C. Broadhead (Jaguar), 2m. 34.6s.

Class 2 (Under 1,500 c.c.) Marcel Becquart (Javelin), 2m. 53.6s. (1,501-1,500 c.c.) J. S. Kinsley (Lea-Francis), 2m. 33.8s.; E. Elliott (Sunbeam-Talbot), 2m. 57s.; G. F. Hayward (Riley), 2m. 58.4s.; A. P. Warren (Riley), 2m. 58.6s.

Class 3 F. M. Thomas (Bentley), 2m. 59.6s.; Percy White (Ford), 2m. 59.6s.

Now behind the original time schedule, the entry moved on through Llandrindod Wells, where some found the opportunity to snatch a quick meal, to Bwylych-y-Groes, which had to be taken non-stop. Only a few failed to do this, of whom, surprisingly, George Hartwell (Sunbeam-Talbot) was reported to be one. Corbett's Healey was stopped by a broken petrol pump. The German driver, Merck, and his Porsche retired shortly before the hill. Despite the delay at Eppynt, almost all the entry was through this control by

BLACKPOOL: A general view of the test at the famous Lancashire resort, showing G. F. Hayward (Riley) in action.



**R.A.C. Rally—continued**

4 p.m., with 120 miles to complete before reaching Blackpool. At Bala, Rollings, having climbed Bwylch-y-Groes without a clutch, carried out a lightning repair, changing the thrust race, and continued without loss of marks. On arrival there, crews were turned out of each car and the driver brought to the starting line of the "Scissors" test on the middle promenade. The wind continued cold, arrivals were irregular, but a considerable crowd watched until after dark from the natural grandstands of the various terraces above. The test required a dead engine start, a straight run of 75 yards, a diagonal reverse through two pylons 18 feet apart (increased to 21 feet for the larger saloon class) and a further 75 yards forwards to a flying finish, all against the stop-watch. The experts were expert, but the general standard was below that of an international event, and some stalled their engines, argued with the marshals, asked for second runs and generally lent force to the suggestion that some sort of preliminary weeding out for these events may be desirable. Imhof's Allard and the XK 120s of J. Neilson and the purposeful Ian Appleyard topped the list with 19 seconds. Don Bennett's XK took 19.2 and others like it filled all but two of the first 14 places, the interlopers being Goodall's Morgan with a staggering 19.6 and Ken Bancroft's similar car with 20.4. Elliott's Bristol (21 secs.) led Pentland's Citroën by .4 secs., with Gatsonides (Ford) a fifth behind, in the small saloon class, and the larger closed class was headed by J. C. Keay's Jaguar (22.4) and White's Pilot with 23 secs.

BLACKPOOL TESTS**Best Performances**

Class 1: Godfrey Imhof (Allard), 19 secs.; J. Neilson (Allard), 19; Ian Appleyard (Jaguar), 19; D. C. T. Bennett (Jaguar), 19.2; W. A. G. Goodall (Morgan), 19.6; Leslie Johnson (Jaguar), 19.8; C. Heath (Jaguar), 20; Miss M. Newton (Jaguar), 20; H. Crowley (Jaguar), 20; J. C. Broadhead (Jaguar), 20.

Class 2: Keith Elliott (Bristol), 21; S. Pentland (Citroën), 21.4; M. Gatsonides (Ford Consul), 21.6; W. Buschmann (Porsche), 22.2; Norman Garrad (Sunbeam-Talbot), 22.4; L. H. Readings (M.G.), 22.6; J. T. Spore (Vanguard), 22.8; C. B. Offley (Sunbeam-Talbot), 23; R. P. Lane (Riley), 23.

Class 3: J. C. Keay (Jaguar), 22.4; Percy White (Ford Pilot), 23; H. Goodman (Allard), 23.2; F. O. Arbuckle (Ford), 23.8; Sam Gilbey (Austin), 24; R. C. Syme (Austin), 24.4; J. Park (Allard), 24.6; A. Rayner (Austin), 24.6.

Further retirements had reduced the field to 225 and, after a good night's sleep, this number set off on Wednesday morning from 7 a.m. for the Lake District. Here, at Ulpha, came the first of three non-stop sections. Corbett's Healey stuck and retired, the only other victim being Norman Garrad's Sunbeam-Talbot. Hard Knott, however, penalized no less than 50. Some were a bit light-footed for so steep a take-off, but others built up the revs., and still failed to get away. Clutches and gear-boxes were taking some punishment, and two more cars retired. Leslie Johnson's stuck in first gear and not only did he complete the test in first, but also drove on to Alston, arriving only just in time to escape

BLACKPOOL: (Top) Lorna Snow (Jaguar) knocks a pylon for six. (Centre) Leslie Johnson (Jaguar) reverses smartly to record 19.8 secs. (Bottom) W. Buschmann's trim Porsche did 22.2 secs.—fourth best in his class.

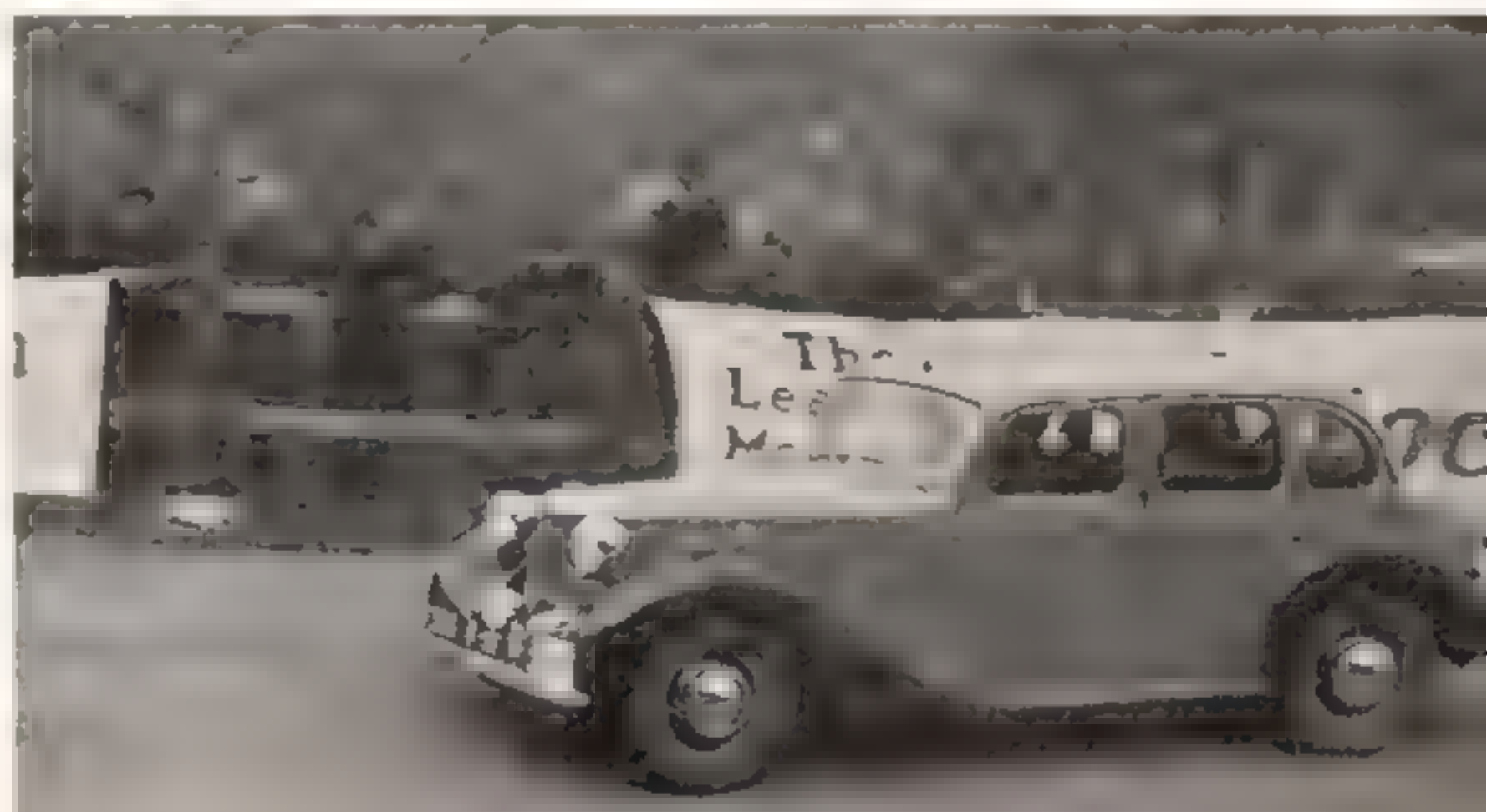
penalty with a red-hot box. Later he got second into commission and reached Edinburgh on these two gears alone, where matters were put right. The best time on this section was that of Peter Reece's Morgan in 15.1 secs., with Imhof a mere tenth behind, Appleyard on 15.4 and Bancroft's Morgan (the leader at Blackpool) with 15.6 secs. The Kirkstone Pass section was easier and only one competitor lost marks. The organization between Blackpool and Kirkstone earned high praise.

A control at Alston was the only intermediate stop before Edinburgh, where the Rugby Football Ground at Murrayfield was the control and the overnight *pure fermé*. At this stage the position was as follows: 217 cars were still running. Ken Bancroft led by 1.8 marks from Ian Appleyard in Class 1; R. S. Prout's Austin led Class 2 with 49 marks against Peter Bolton (M.G.) with 49.4, and Park's Allard had a score of 55.6 to head Class 3 in front of H. Goodman's Allard with 55.8. Altogether 75 competitors had so far incurred less than 60 penalty marks. The Morgan team had taken the lead for that award. Miss Newton (160) led Mrs. Nancy Mitchell (208) in the Ladies' Class 1, and Mrs. S. Fleetwood (Ford) with 140 was in front of Miss Sadler (188) in Class 2. But there was still a long way to go and a lot to do, and much might happen before the final reckoning.

On Thursday morning another 7 a.m. departure sent the procession off to the famous Rest-and-be-Thankful, where a speed hill-climb was the next test. Again passengers remained in the car and there were no practice runs—something of a contrast to the hyper-caution which had cancelled the Silverstone test. A light rain was falling from midday onwards and the course was slippery. An early casualty was Sir Edward Verner's H.R.G., handled by his co-driver, which went into the bridge bend too fast, with the result that the car clouted the sides twice—90 penalty marks for damaged wings, wheel and axle—but managed to carry on and finished. There was plenty of excitement but no other damage, and the XK 120s had it mostly their own way. The best times were: Ian Appleyard 71.6 secs., Leslie Johnson 72.6; Broadhead 74 secs., Christie 74.2 secs.—all with XKs followed by Imhof with a brilliant run in 74.6. Fifteen Jaguars climbed in 80 secs. or less, but the most striking performance of all was that of Nancy Mitchell and the H.R.G., with the incredible time of 80.4 secs.—well up with the XKs. Marcel Becquart moved up to sixth place in Class 2 by returning 84.8 secs. although best time in this class was Keith Elliott's Bristol in 82.6. Tommy Wisdom's Jaguar, with 85.2, did best of the saloons over 2½ litres. Ken Bancroft was now leading the open class by 1.8 marks from Appleyard, and only 2.8 marks separated the first six. Prout was at the head of Class 2, with Peter Bolton only .4 behind him, and Park's Allard was leading Class 3.

(Continued overleaf)

SCARBOROUGH (Top) "Pathfinder Bennett (Jaguar) fails to do that very thing on Oliver's Mount circuit. (Centre) Dr. J. T. Spare's Vanguard was an award winner. (Bottom) Peter Bolton (M.G.) taking the hairpin during the eliminating tests.





R.A.C. Rally—continued

The route then lay north to Onich, back to Pitlochry, through Kenmore at the end of Loch Tay and, in the dark, over the Pass of Amulree. Here a running battle had been fought for some days between the Royal Scottish Automobile Club officials and the local inhabitants, the latter throwing boulders onto the already rough surface just a little faster than they could be removed. Damage was widespread. Mike Lawson had his petrol tank holed, numerous silencers were wiped off or disarranged, and many complaints were heard that the hill was too rough for ordinary cars. Moreover, as one or two competitors pointed out, the hill was unobserved and therefore might well have been omitted. But then you cannot please all of the people all of the time. Better, if dusty roads led through Hyndford Bridge to Heads of Ayr, where a compulsory rest of two and a half hours was imposed. Then, early on Friday morning, off they went southwards towards Carlisle, Broad-oak and so back to Ulpha.

REST AND-BE THANKFUL TEST

Best Performances

Class 1 (Under 1,500 c.c.): Nancy Mitchell (H.R.G.), 80.4 secs. **Ben Hadley** (Quenert), 81.6. **A. D. C. Gordon** (H.R.G.), 82.6. **J. Richmond** (H.R.G.), 83.8. **11,501-2,500 c.c.:** Peter Morgan

REST AND BE THANKFUL: Nancy Mitchell and Doreen Reeve in their H.R.G. on the famous Scottish hill. Nancy recorded 80.4 secs.—best in the 1,500 c.c. section of the open class.

Morgan), 77.8. **H. C. O'Mara** (Moore) (Fraser Nash), 78.1. **J. Kingston-Whittaker** (Healey), 78.2. **G. V. R. Hings** (Healey), 78.6. **10,000-2,000 c.c.:** Ian Appleyard (Hagart), 71.6. **Leslie Johnson** (Jaguar), 72.6. **J. C. Broadhead** (Hagart), 74. **T. B. D. Christie** (Jaguar), 4.2.

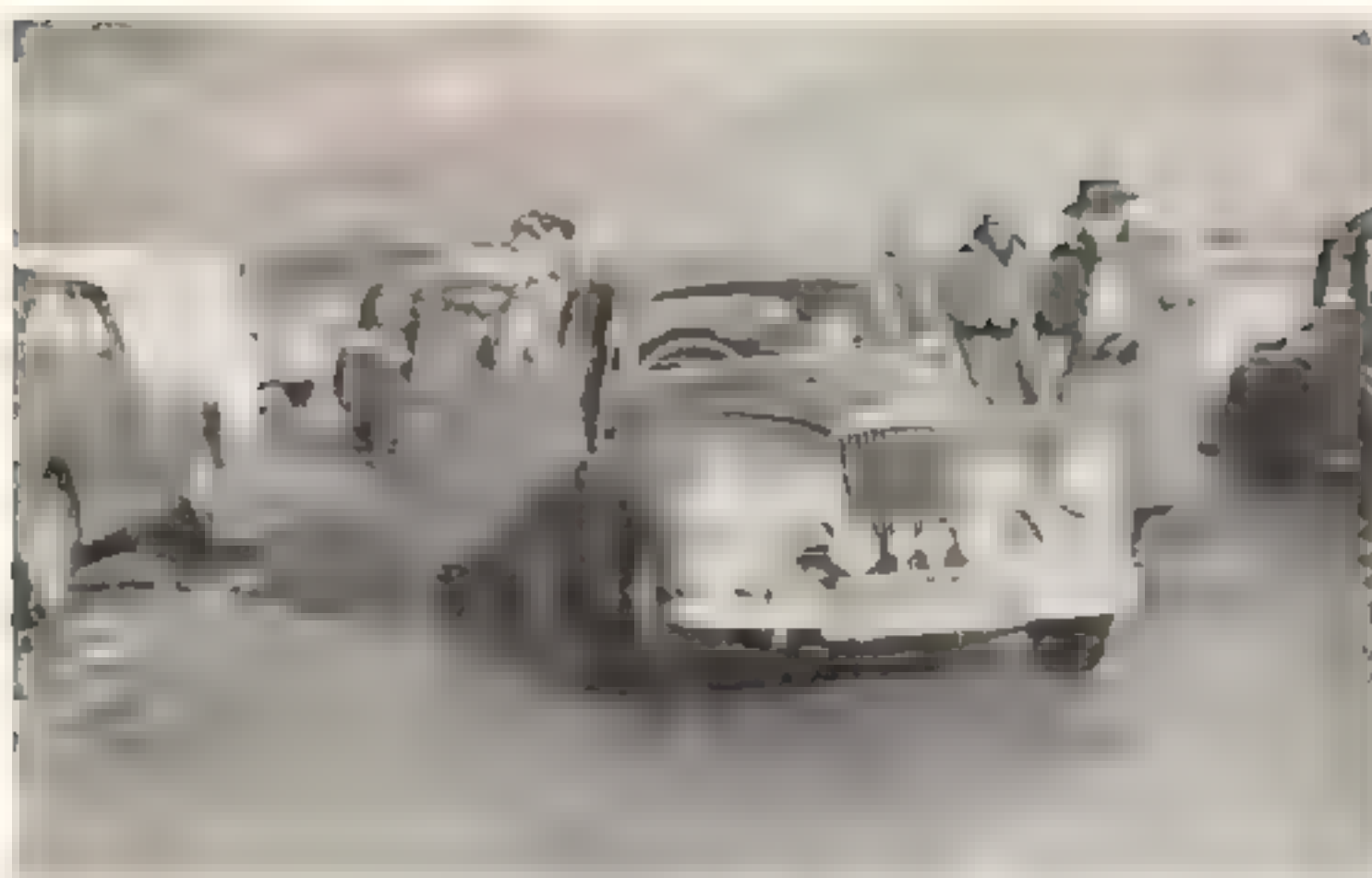
Class 2 (Under 1,500 c.c.): Mervyn Beccart (Austin), 84.8. **11,501-2,500 c.c.:** Keith Elliot (B. H. V.), 80.6. **G. F. Hayward** (Riley), 86.4. **J. Brumer** (Sunbeam-Talbot), 89.

Class 3 (Under 1,500 c.c.): H. C. Henson (Austin), 86.2. **J. A. Stewart** (Bentley), 87.6. **P. M. Thomas** (Bentley), 88.0.

The three sections—Ulpha, Hardknott and Kirkstone—which had turned into a stop-and-restart test on Wednesday in fact constituted a regularity test. The three short stretches of mountain road, unequal in length but chosen because they could be covered in equal times had to be taken as fast as possible, one by one, from a standing start, with a scoring formula which put a premium on consistent times. In practice on Wednesday, Imhof had landed on 14 seconds as an attainable standard time. Today he found that he was about to complete section 1 in 12 secs., and had to brake, but later was obliged to slow on both the others also. All the same, he was third in this test, with 17 marks lost.

Best was Ian Appleyard with 16.6, and Peter Morgan only a fifth of a mark away. Ken Bancroft, whose Morgan had been having engine trouble since Thursday morning with a head gasket beginning to go and the car boiling, lost 18 marks, but still led the open class, although Ian was now only two-fifths of a mark behind him. Warren's Riley was leading Class 2 with 71.2 marks, and Park's Allard held Class 3 on 78.2.

Kendal was the next control with 117 miles to go to the finish at Scarborough, and on this last stretch of road R.A.C. officials operated a secret check over 105 miles to ascertain whether any driver exceeded an average speed of 40 m.p.h. and so earned exclusion under Regulation No. 6. However, as this was a fast road, many competitors followed the example of Leonard Potter and stopped en route for a drink and a meal, and only two drivers ran into trouble—Mrs. Fleetwood, whose Ford Zephyr had been leading for the Ladies' Award in Class 2, and C. M. B. Kite, with a Leaf. Their exclusion was announced that evening. One competitor at least reckons that his salvation lay in passing the check points



favoured the larger and faster cars. In Class 2, there were 74 marks between the first and fourteenth, with A. P. Warren (Riley) 71.2, Bolton and Spare 72.8, Lane (Riley) 73.4, followed by Bequart with 74.6. Category 3 was led by Park's Allard 78.2, White 79.6 and T. G. Shancley's Austin with 81.6.

The portion of the circuit to be used was divided into two sections, the first level for a few hundred yards to Mere Hairpin, a severe and steep left-hander, then a steep climb of about 1 in 6 to right-angled turns, first right, then left. Section B, much the faster of the two, began 600 yards further on, swept round

SILVERSTONE (Left) J. Blumer (Sunbeam-Talbot) being checked out

SMILE PLEASE: Bertie Bradnack grins at a "power-weight" rally crack from Frankie Penn. Others in the group are Ken Bancroft, Jim Goodall, Dr. Steel and Peter Morgan, who all drove Plus Four Morgans, the three last-named taking the team award.

too briskly for his numbers to be legible. About the same time, a list of eighteen drivers who had infringed the Highway Code during the Rally—or had been seen to do so—was issued. Offences included exceeding 30 m.p.h. in a built-up area, failing to stop at a Halt sign, cornering across the white line on bends. These offences carried a 30-mark penalty, and two instances carried the risk of exclusion; the latter fate duly overtook J. D. Leavesley, whose Hillman had seemingly led him astray.

The final control at Scarborough, in Northway, was decked out with banners and a mammoth score-board, while a band provided appropriate sounds in the background. The Grand Hotel (which lived well up to its name) was Rally headquarters and, after the cars had been left in the *parc fermé* for the night, most competitors made their way there, to study the announcement boards and inspect the vast array of Rally photographs on show. One hundred and ninety-nine cars finished, after allowing for the four exclusions; in Class 1, 74 finished out of 88; in Class 2, 104 out of 125; and in Class 3, 21 out of 29.

In due course a list was posted of the 36 leading drivers chosen to fight it out in the speed-regularity test on Oliver's Mount the following morning. Two additional names were noted as due to run subject to the Stewards' decision on protests: one was Peter and Jack Reece, whose run on Rest-and-be-Thankful had been entered in the results sheet as 1 min. 47 secs., whereas their own timing and that of other reliable bystanders placed them well under 1 min. 20 secs. This query was eventually settled in their favour. The other concerned F. G. G. Arbuckle (Ford) and the starting procedure at Ulpha; he was eventually permitted to take part in the test. Later two more were lodged—one from J. R. Risk claiming that his Ford had been baulked in the Lake District, but this was disallowed under the rule which dealt with *force majeure*. The other was by Leslie Johnson, who was penalised 40 marks by the scrutineer at the finish for having no wheel-spats. Johnson maintained that he had never had any, and that some XKs were indeed made without them, but his car appeared to have



provision for attaching these embellishments and, after appropriate consultation, the Stewards announced regretfully their inability to uphold the protest. It is unfortunate that this question was not ventilated during his initial scrutineering at Hastings.

Saturday dawned cold but fairly bright, though it later clouded over. Two additional cars had been told to parade with the rest at the official park between 9 and 9.15 a.m., prior to proceeding in convoy to the Oliver's Mount circuit, on the southern outskirts of the town, where the test was due to begin about 10 a.m. There were thus 40 cars taking part in this final sort-out. In Class 1, Ken Bancroft led with 60 marks, followed by Appleyard 60.4, Peter Morgan 61.8, Goodall 62.0, Imhof 63.4, Brown and Broadhead with 63.8—seventeen in all and only 6.6 marks between the lot. Appleyard was favourite, chiefly because the formula on which the marking depended (in effect, three times the slower time, minus the faster) obviously

in a left-hand curve past the war memorial, descended to Mount hairpin and ended shortly after this on a brief straight, steeply downhill. In parts the surface was rather rough and loose. At 10.25 the small group of spectators brightened visibly, as the cars began to come round in a long crocodile, not very quickly and nose to tail. There followed a second such tour and at 10.40 the Clerk of the Course drove round. At 10.45 they began to come singly, Bancroft with wheelspin on Mere, Appleyard impeccable, Imhof arriving at an immense rate of knots, and the fastest through this corner. Mary Newton, whose handling of her XK had elicited much admiration, was very quick and got away from the hairpin faster than most. E. V. Lewis's MG, broadsided through without incident, and most of the runners were lifting one, and often two, nearside wheels (the diff action spinning them until they gripped again with a squeal) while the tyres on the offside seemed about to come right off. Just before



BLACKPOOL: Dutch driver, Maurice Gatsonides, reverses his Ford Consul during the promenade tests.

R.A.C. Rally—continued

noon it was learned (for there was no Public Address system) that all runs to date were practice, the drivers having found a tour in convoy gave them no chance of learning the masked corners or of taking practice times. They had therefore drawn attention to the regulation promising each a non-stop practice run and (presumably because the system of communications and flag marshalling was not equal to it) competitors were not sent off at half-minute or minute intervals, but had to wait until the car in front was over the finish.

It became clear that we were in for a long session. At noon Bancroft made the first official run, and the rest followed at lengthy and irregular intervals, though whether this was due to a lack of Start Area marshals is not known. Certainly there was a striking absence of Course marshals, and something of a Continental atmosphere, though chillier, was created by the spectators, small boys and dogs which crossed the course at will, climbing the fences and walking along the grass verges within feet of the racers. One onlooker, well versed in the running of Club events, was heard to say that it was a good thing that there wasn't any R.A.C. Observer on the event, or the organizers would have had trouble getting another permit!

Appleyard, fast through the hairpin, changed down smartly and was away. Peter Morgan braked heavily on the way in and had violent wheelspin on the way out. Imhof made the truly perfect run, negotiating Mere without any fuss on a wide and patently rapid line, validating the belief that most were taking the corner too close in. "Pathfinder" Bennett arrived immensely fast, braked as hard as he could, but continued, on full left lock, straight into the hales, though he luckily picked the one next to that containing the "effects" recording microphone. He reversed out and tore up the hill, but critical time had been lost. Four runs later, Ray in the Morgan, the anchors full on, had another go at the mike, stopping 18 inches short of it; those records should be worth hearing.

One or two drivers fluffed their gear changes. Lane was quick with the Riley but took grass on the inside of the hairpin. Leslie Johnson was steady and fast, but this proved to be a practice run, for he appeared again, just as steady and faster still, in what was later announced to be the quickest run of the day. Alas his protest was rejected and it was to no avail, his possible third place became 16th. Broadhead's XK, driven by co-driver Sid Henderson, was exceptionally rapid, as was Peter Reece's much smaller car.

Marcel Becquart was terrific. He had worked up from eleventh place at Blackpool to fifth in his class, and he was out to show what France could do. His own timing of Section A was 73 secs. and he told me that he reached the last hairpin of Section B in 45: was about to slow when he thought he should show the crowd what Marcel Becquart of France could do: did so, and had to stand on everything to avoid crossing the finish well ahead of time. As it was, he judged it quite well, being only 1.2 secs. faster on B than on A—enough to lift him to the top of Class 2, and to show that nothing is lost until it is won.

It was now getting well into the afternoon and rain began to fall. The big saloons, the crews of which had been hanging about for close on six hours without any canteen facilities whatever something of an ordeal as a preliminary to a final eliminating test—now had the wet track added to their other problems. Times were therefore somewhat behind the others, the best being Keay's Jaguar with 76.8 and 76.4 secs.

By about 4.30 it was all over, and crowds began to hang around the noticeboards in the Grand. And the results were duly posted there. Winner of the Open Car class was Geoff Imhof (Caddy Allard) with 183.8 marks, Broadhead's XK 120 second with 185.0, Appleyard third with 186.6, Christie fourth with 190.8; and then the two Peters, Reece and Morgan, their Morgan Plus Fours easily the best of the smaller cars, coming respectively fifth and sixth with 198.2 and 199.4. Class 2 went to Marcel Becquart

with 222.6, Lane being second with 227.0, Warren's Riley third with 230.4, White's Ford Pilot took Class 3 with 240.4 from Park's Allard with 243.0, Smith's Mk. V Jaguar being third with 243.8. Morgans (Morgan, Goodall and Steel) won the team award, whilst the ladies' prize (open cars) went to Mary Newton (Jaguar).

ELIMINATING TESTS

OLIVER'S MOUNT CIRCUIT, SCARBOROUGH

Class 1: Godfrey Imhof (Allard) 120.4 marks, J. C. Broadhead (Jaguar) 121.2, Leslie Johnson (Jaguar) 121.7, Ian Appleyard (Jaguar) 122.2, T. B. D. Christie (Jaguar) 126.4, Peter Reece (Morgan) 131.8, B. E. Broadhead (Jaguar) 134.8, G. S. Robinson (Healey) 136.0, Mrs. M. Newton (Jaguar) 136.4, Peter Morgan (Morgan) 137.6, W. A. G. Goodall (Morgan) 142, Ken Bancroft (Morgan) 142.6, D. C. T. Bennett (Jaguar) 143.2, J. H. Ray (Morgan) 143.5, S. Brown (H.R.G.) 144.8, E. S. Booth (Jaguar) 161.2, E. V. Lewis (M.G.) 164.2.

Class 2: Marcel Becquart (Jaguar) 144.0, R. P. Lane (Riley) 153.6, A. F. Warren (Riley) 159.2, L. P. Farham (Bristol) 157.4, J. R. Smith (Ford) 162.4, R. S. Pross (Austin) 162.4, J. E. Wilson (Austin) 165.4, Ernest Smith (Sunbeam-Talbot) 169.0, M. J. Ward (Vauxhall) 169.1, J. T. Spure (Vauxhall) 169.4, C. B. Offley (Sunbeam-Talbot) 169.4, H. Riley (Ford) 170.8, Peter Bolton (M.G.) 177.2, A. Lister (Vauxhall) 177.8.

Class 3: Ken Keay (Jaguar) 140, J. C. Smith (Jaguar) 156.8, J. A. Stewart (Bentley) 157.2, Percy White (Ford) 160.8, W. A. McKenzie (Humber) 164.4, J. Park (Allard) 164.8, R. G. Parker (Bodge) 168.7, T. G. Shandley (Austin) 170.6, F. G. G. Armistead (Ford) 173.8.

The evening saw two immense banquets in progress, Scarborough Corporation having invited competitors, officials and the Press to dine in either the Grand or the Royal Hotel. Speeches were short and to the point, the Deputy Mayor (at the Royal) being particularly witty, though rivalled by C.A.B.A.M. Schade of Moergestel in Holland, whose carefully read speech (written, I should guess, by "Gatso") brought the house down. So to the ballroom in the Grand, where, after a talk by Mr. Wilfred Andrews of the R.A.C., and a few well-chosen words from Lord Howe, the prizes were presented by the Mayoress of Scarborough, Mrs. J. W. Hardcastle. The party mood prevailed and Scarborough's almost Continental hospitality continued late into the night.

Rally Notebook

WHILE a few competitors found the 24 m.p.h. average as much as they could manage, the majority thought it too low, and that much rather pointless mileage had been included. Ken Bancroft blamed his success on the road section on his navigator, John Lilley, who in turn said that Ken had treated the whole thing like a Sunday afternoon run around. . . . Even the toughest competitors were shaken to observe the German, Leiner (Mercedes), shaving and washing in a mountain stream in Wales in the early hours of the morning, while everyone else was chattering with cold. . . . "Gatso" thought our approach to the running of a Rally too timid, and suggested that it will take 20 years to develop a British rally comparable with the classics—and added "if then"; he agreed with having a speed limit, but would have set it much higher and sympathized with the "poor English lady" excluded for averaging 40. Here he always drives a British car—will drive an XK in the "Alpine" and thinks the British sportsman the finest in the

world, because he plays for the fun of the game. He recalled his introduction to AUTOSPORT at last year's T.T. when he was driving a DB . . . Miss Walker had to brake violently in her Sunbeam-Talbot three times during the Eppynt speed test to avoid hitting sheep. Becquart's co-driver was Roy Lunn of the Jowett works staff. Marcel's Farina-bodied Jupiter (fifth in this year's Monte Carlo) was rejected as non-standard, contrary to European practice, where regulations requiring standard cars are taken to apply to chassis and engine only. He collected the Javelin on the Sunday afternoon before Monday's start. The story of the Rally was when Jackie Reece congratulated Marcel in the good agricultural simile on going round Oliver's Mount like manure off a shovel; Marcel, whose knowledge of English is idiomatic, looked a little puzzled and said "Please what is Shovel?" The Scottish

three take different routes: navigators beginning to oil up, no doubt. . . Reuben Harveyson made a genial and helpful Press Officer: results and news bulletins which I brought away weighed over a pound and a quarter. . . Among constructive suggestions were that next year's event be handed over to the M.C.C. or the Bentley Drivers' Club to organize. It was good to see W. A. McKenzie of the *Daily Telegraph* among the leaders of his class, he handled the large Humber with gusto on the final test. . . M. J. W. Ward put up exactly equal times in each of the three sections of the Lakeland test with 19.8 secs. . . Co-driving with Goff Imhof was his sister, Mrs. Freyling, who often drove with him before the war. The organisation on Rest-and-be-Thankful was very outstanding. Grouping all the open cars in one class was not at all popular and should be reconsidered next time.



police conducted cars through Stirling, and generally earned the very highest praise from all competitors for their helpful attitude throughout. . . Also well spoken of were the R.S.A.C. officials, while all the petrol companies went out of their way to assist, with "Grand Prix pit stop" style of refuelling. . . Hard-knott beat so many cars on the restart test that at least two manufacturers are likely to open a branch up there for testing. . . The track at Castle Combe was so dry that it was suggested that the Silverstone test might have been transferred there—the darkness compensating for everyone's disappointment earlier in the day. . . Mr. Wilfred Andrews told us that 78 motor clubs and 1,400 officials had helped in the running of the event. . . Even experienced drivers such as Leslie Johnson were somewhat shaken by the hazards of the Eppynt test. Pity Oliver's Mount circuit is too narrow for car racing: it would be just the job for Formula 3. . . The second Morgan team (Dickson, the Reeces and Donce) were the focus of admiration as they drove up to a road junction—probably mistaken for the leading team—but the natives were mildly astonished to see all

RESULTS

"Daily Telegraph" Award and £100 (Best Performance, Open Car Class): Godfrey Imhof (Allard-Cadillac), 183.8 marks.

"Daily Telegraph" Award and £100 (Best Performance, Closed Car Class): Marcel Becquart (Jowett Javelin), 222.6.

Class 1 (Open Cars): 2, J. C. Broadhead (Jaguar), 185.0; 3, Ian Appleyard (Jaguar), 186.6; 4, T. B. D. Christie (Jaguar), 190.8; 5, Peter Reece (Morgan), 198.2; 6, Peter Morgan (Morgan), 199.4; 7, G. S. Rollings (Healey), 200.4.

Class 2 (Closed Cars, up to 2,500 c.c.): 1, R. P. Lane (Riley), 227.0; 2, A. P. Warren (Riley), 230.4; 3, L. F. Parham (Bristol), 236.0; 4, J. R. Smith (Ford Consul), 239.4; 5, R. S. Prout (Austin), 241.0; 6, Dr. J. T. Spore (Vanguard), 242.2.

Class 3 (Closed Cars, over 2,500 c.c.): 1, Percy White (Ford Pilot), 240.4; 2, J. Park (Allard), 243.0; 3, J. C. Smith (Jaguar Mk. V), 243.8; 4, J. A. Stewart (Bentley), 245.8; 5, J. C. Keay (Jaguar), 248.8; 6, T. G. Shanely (Austin), 252.2.

Ladies' Awards (Open Cars): Miss M. Newton (Jaguar). Closed Cars: Miss C. Sadler (Rover "75").

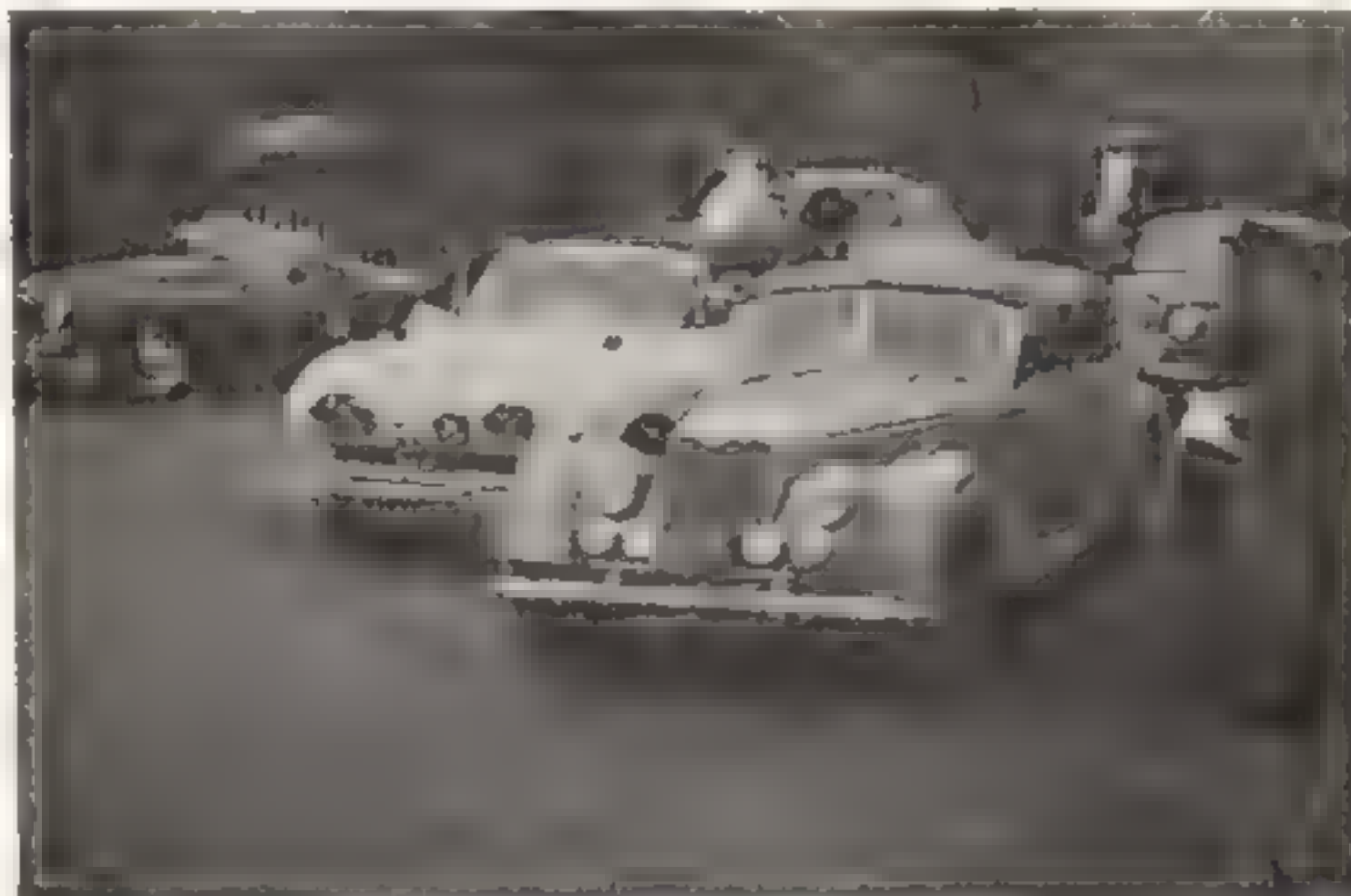
Team Award: S.M.M. and T. Trophy. Morgans (Peter Morgan, W. A. G. Goodall and Dr. W. D. Steel).

N.E. RILEY YORKSHIRE TRIAL

The Riley Motor Club (North-Eastern Centre) will hold a Reliability Trial on 11th May, starting at Ilkley. The route will not include any car-breaking features.

Full details can be obtained from the Honorary Secretary, J. A. Asquith, Esq., of 5 New York Road, Leeds, 2.

EDINBURGH: (Left) V. E. Bridgen (Armstrong Siddeley) checks in at the Scottish capital. (Below) A. P. Warren (Riley) and Peter Scott-Russell (Austin) at the control.





THE RALLY

Most of the competitors found the day's rallying from Blackpool to Edinburgh just like going on a shopping expedition with Grandmother. The bulk of them were completely carefree and came streaming into the control with monotonous regularity.

J. H. Readings (M.G.), who had been going nicely, was unfortunate enough to encounter clutch trouble, and a failure to get away from the start line at Hard Knott Pass cost him valuable marks. Godfrey Imhof (Allard) reported a good day's sport and thought he was holding his position.

T. J. Sawell (Jowett), motoring very cooly, finished up by going to sleep and was awakened rather rudely by finding himself in the ditch with an odd dent or two. Mrs. Lorna Snow, in her white Jaguar, was the cynosure for male eyes. Some of those eyes belonged to gentlemen of the Law who wondered what she was doing with an alarm bell as part of her pedestrian warning equipment.

First excitement came from Leslie Johnson (Jaguar) who came screaming into the control just on time. Apparently the day's tests had made the car's gearbox turn stubborn and awkward to the extent of a large portion of the route having to be covered in bottom gear and resulting in a rapid bit of major repairing.

E. T. Jamieson (Riley) reported on time with his offside front wheel feathering in an eye-catching manner, and Bertie Bradnack (Jaguar) was among those who complained of clutch trouble after the stop and start test on the steep Lake District hills. Jack Wilson (Austin), after having an oil pipe drop off, had been forced to renew his sump and was obviously going to have to do something about his big ends before the next day's motoring, but, as usual, was completely unworried and thought he was still managing to keep his position on the results sheet.

Peter Goodall—officiating instead of competing—was very much impressed by C. Holden's Dellow, so very similar to Peter's own, which was performing nobly in the tests and hadn't lost a mark on the road sections. Ian Appleyard (Jaguar) had no complaints to make, having thoroughly enjoyed the day's motoring.

Thursday was grey and threatening but there were odd patches of blue sky, and the crews left Edinburgh in good heart with only D. R. Barlow (Wolseley), R. W. Horton (Citroën), S. Pentland

(Citroën) and H. K. Hilton (Humber) deciding to give up the ghost.

Cautious climbs were the order of the day at Rest-and-be-Thankful, and the majority of the drivers, unfamiliar with the "Rest", were taking no chances on rain-soaked road surfaces. The first climb of note came from Imhof in the Allard and with the car snaking and skidding a little at Stone Bridge he gave a nicely controlled demonstration that worked out at 74.6 secs. and was among the day's best.

V. E. Bridgen, letting Dudley Noble enjoy the Highland scenery of the Scottish Lowlands, snailed the Armstrong Siddeley up in 154.8 secs., while the crew lolled, elegant and unconcerned. W. M. B. Smith's Riley flattered to deceive. After a storming approach he tailed off to produce a very average 94.6 secs.

F. E. Stull, overdriving his Jowett, was late in changing gear in the hairpin and lost time in the home stretch. Rounding the hairpin J. A. Harris (Austin) rent the moist air with noisy screeches of his front tyre rubbing the wing, and then Leslie Johnson (Jaguar) made spectators pay some real attention. The Jag had definitely recovered from its mileage in bottom gear and went spanking up the hill to cross the line in 72.6 secs.

G. M. Gee (Citroën) took a clip at the banking, and rounding the hairpin his nearside wing grounded and set up a shower of sparks. Ian Appleyard was off like a streak and appeared only as a blur on the road till he reached Stone Bridge. From there he tapered off a little, but bettered Leslie Johnson's time by a second to clock B.T.D. at 71.6 secs.

The Newton Sisters (Jaguar) produced a polished piece of climbing in 75 secs. The Morgans of Peter Reece and R. Dickson gave capable if not spectacular climbs, and Keith Elliot (Bristol) was the best of the Scots competitors in a competent climb at 82.6 secs.

J. H. Ray (Morgan) gauged his change-down very neatly to make a lovely job of rounding the hairpin, but H. Goodman (Allard) sounded as if he was using all the gears at once, said noises being ominous for his future in the Rally. W. G. B. Allen's bent radiator must have taught him caution, as the Standard's climb was in the "canny" class. The final car was Jack Hally's Jaguar, but Jack had now reached the stage of just going around for the experience. A dried-up gearbox caused trouble in that department and put him well out of the running for an award.

SCOTCH CORNER

By "AENEAS"

R.A.C. RALLY IMPRESSIONS—OPENING RACE MEETING AT CHARTERHALL

Ian Stewart (Jaguar), who was runner-up to Bill Dobson (Ferrari) in the Formule Libre event at Charterhall

RACING AT CHARTERHALL

THE new Charterhall circuit gave the Scottish racing season rather a mixed send-off on 6th April. No fault of the circuit, which gave general satisfaction, but because of the fact that the three-hour relay race was rather marred as a spectacle due to the complicated system of credit laps, which had the spectating club members rather confused.

However, the day's sport opened with an excellent 20-mile race for the half-litre class which Alex McGlashan (Cooper) won. He was only threatened on lap four by Ninian Sanderson's Norton-engined Cooper. In the first lap J. McBain (Cooper) and C. Allison (Cooper) collided, spun round, but did not damage anyone else; they both managed to continue. Sanderson's challenge was completely eliminated by clutch trouble and he had to retire by lap six which left Pat Prosser (Cooper) and Joe Potts (J.P.-Norton) to keep plodding along after McGlashan.

Second event was the three-hour relay race for teams of three cars, racing- or sports-type of any description. This was Ecurie Ecosse's first appearance as a team, but their three Jaguars were severely handicapped. Gillie Tyrer was running in the engine of his Brescia BMW by fitting it into his BMW coupé, but on the 16th lap he had to retire. W. S. Ewing, in a pre-war Sunbeam-Talbot, gave a very good performance. W. G. H. Tripp (Austin) banged a marker drum on lap 43, punctured his radiator and had to call it a day. Stout team work by Ian Hopper, Jimmy Gibbon and H. Havelock Slack finally won the day.

The 10-lap, 20-mile *Formule Libre* event proved the best of the day's sport. Alistair Birrell got away very smartly in the ex-David Murray E.R.A., but wasn't long in being pipped by Ian Stewart (Jaguar). Stewart led for eight of the 10 laps but, on the ninth, Bill Dobson (Ferrari) rocketed ahead to win from the Jaguar driver by some 30 yards.

RESULTS

Race 1, Formula 3 (10 laps): 1. A. McGlashan (Cooper J.A.P.), 17 mins. 41.4 secs.; 2. D. P. B. Prosser (Cooper-Norton); 3. Joe Potts (J.P.-Norton).

Race 2 (Three-Hour Handicap for Racing- and Sports-Cars): 1. J. F. Gibbon (Rover Spl.), Ian Hopper (Hopper Spl.), H. H. Slack (Healey), 97 laps plus 10 credit laps; 2. G. Tyrer (BMW). A. Wake (Healey), C. Carter (Bristol), 89 laps plus 13 credit laps; 3. J. K. Hall (M.G.), J. R. McBain (Ford), W. S. Ewing (Sunbeam-Talbot), 76 laps plus 25 credit laps.

Race 3, Formule Libre (10 laps): 1. W. A. Dobson (Ferrari), 16 mins. 23.6 secs.; 2. Ian Stewart (Jaguar XK 120); 3. A. W. Birrell (E.R.A.).

On a soaking wet road, Stirling Moss hurls the Jaguar round a sharp bend during the Côte de la Baraque timed hill-climb.

To average 60 k.p.h. for 2,200 kilometres, much of which is on tortuous mountain roads, puts the Lyons-Charbonnières Rally into the category of one of Europe's most difficult sporting events—particularly as the itinerary includes several timed tests. Experienced Continental rally drivers rate the "Lyons-Charbonnières" very high indeed, putting it above the "Alpine" but second to the "Liège-Rome-Liège" in the list of really exhausting sporting competitions. As the possibility of experiencing extremely wintry conditions always exists, the rally can be, and often is, more difficult than the "Monte".



FORTY-EIGHT HOURS HARD

With Stirling Moss (Jaguar Coupe) in One of Europe's Most Arduous Events—the 5th Lyons-Charbonnières Rally

by GREGOR GRANT

However, much dissatisfaction was expressed by competitors as to the system of marking adopted for 1952. Instead of basing awards in the general classification on best performances, a standard times method of marking was adopted for the speed and hill-climb tests according to classes. In other words, marks were based on the average times put up in each class, the fastest cars receiving bonus points, and the slowest having points deducted.

This did not work too well, and resulted in many protests being entered. At the time of writing no official results have been confirmed, and it appears likely that an Alfa Romeo will be declared the winner in place of the Citroën originally announced as having gained the premier award. The whole trouble lay in the fact that in classes where there were many cars of an approximately similar performance, the differences in marks were alleged to be infinitesimal compared to the enormous advantage gained by one outstandingly rapid machine in a somewhat poorly supported class.

Nevertheless Stirling Moss entered his Jaguar XK 120 coupé purely as a sporting measure, and for experience in fast driving over mountain roads. He decided to start from Nice, as this point was handier than any other control in view of the fact that he had to come from Monza where he was testing the B.R.M.s. I flew from England to join him.

We started out from the Hotel Albert Nice, in heavy rain, which persisted well after we reached the first time check at Montpellier. On the long straights the Jaguar cruised effortlessly at 160 k.p.h. in the safety of its powerful Lucas headlamps. Unlike many fixed-head coupés of which I have had experience, the XK 120 is completely leak-free and devoid of wind noise. Apart from the well-known, high-pitched whine of Dunlop racing tyres, the car's passage is almost noiseless, and it is quite an experience to be able to listen to the radio whilst travelling at 100 m.p.h. I found the Jaguar delightful to drive. It does everything asked of it without the slightest trace of fuss, and has a

remarkable top-gear performance. Even on the twistiest of mountain roads it is seldom necessary to drop any lower than to third gear.

Leaving Montpellier as dawn was breaking, we headed for Millau, St. Flour, Issoire and Clermont-Ferrand, where all the 150 competitors converged. At the last-named town refuelling was carried out under scrutiny to prevent people from filling up with special fuel for the Côte de la Baraque timed hill-climb. Entrants were required to arrive at the *pure fermé* with not more than 10 per cent. of the total carrying capacity of fuel left in the tank, and were then escorted by officials to appointed petrol stations.

If we had known what we know now, we would have shot off to Baraque for a quick looksee at the hill, and possibly a spot of unofficial practice. At least that is what many of the competitors managed to do. Although we arrived at Clermont with plenty of time in hand, there was quite a welcoming party out for Stirling, and both of us were whisked off to lunch by M. Blanchant, manager of the Charbonnières Casino, one of the sponsors of the rally. It is largely due to the enthusiasm of M. Blanchant and his father that the event has achieved its present popularity. After lunch we met Steve Watson, who was sharing an Aston Martin with Belgian racing-driver Jacques Swaters, and Harry Schell who was conducting an ex-Mille Miglia, 2.5-litre Alfa Romeo in company with owner Spagnol.

Despite unfamiliarity with the hill and a sparking plug with cracked insulation (we discovered this later), Stirling did 2 mins. 51.3 secs., as compared with the fastest run of 2 mins. 45.1 secs. by Heurtault in a very hot open XK 120. By this time we had discovered that our class contained some very fast machines, including Descollonge's open XK 120, Herzet's Ferrari-like XK 120 ultra-lightweight coupé, and Collange's Lago-Talbot Record. The crackle from Descollonge's car had to be heard to be believed.

Harry Schell did 2 mins. 53.4 secs.



Bouvaert's Renault splashes its way through flooded roads at the top of the Col de la Faucille



(Above) The Jaguar streaks towards the finish of the Col de la Faucille speed hill-climb after being delayed by Heurtault's crash

(Right) In the parc fermé at Clermont Ferrand, Moss chats with M. Blanchard of the Charbonnières Casino

Forty-Eight Hours Hard continued

and the best performance amongst the small cars came from "Africa End-to-End" Butt, who recorded 3 mins 15.4 secs. with his Fiat. Moss's figures were third fastest of the day.

From la Baraque came a quick dash to Le Puy over roads familiar to "Monte" competitors. From there we headed for Valence in darkness over the nightmare road via Tence. Not far out of Le Puy, Archier's Jaguar turned completely round and dazzled us with its headlamps. At Valence the "bobby-soxers" were out in force at the control, and there were shouts of "Stirling! Oh, Stirling!" whilst autograph hunters tried to push their books into the car. A feature of the run to this town was a dice with Saisse's super-lightweight, 16-litre Delahaye. The driver obviously knew every inch of the twisty Tence-Valence road, and drove at very high speed with the Jaguar a few yards behind. It was a comforting thought to me, at any rate, that I was in the capable hands of one of the greatest of all road-racing drivers. Moss's handling of the Jaguar was a revelation, and his anticipation at difficult corners almost uncanny.

I took over again for the Charbonnières run and almost immediately received a lecture from Stirling for driving too fast! Near Brignais I was assailed by an irresistible urge for sleep. I tried to shake it off, the speed of the Jaguar dropped to less than 60 k.p.h., and in the end I had to hand back to Stirling for the final 30-odd kilometres.

Everything possible was laid on at the Casino. There were showers, barbers, masseurs, snack bars, full scale dinners and rooms made available for weary competitors. We decided to snatch a couple of hours' sleep in the cinema, but unfortunately the chap I detailed to awaken me must have for-



gotten, and there was a slight panic when Stirling couldn't find his co-driver with less than 10 minutes to go to starting time. Eventually I was discovered fast asleep under a table, and awakened just in time.

The Lyons-Bourg section was fast and uneventful, and we shared the driving equally for the return to Lyons via La Cluse. From Lyons to Grenoble the route became difficult from the town of Romans, and many competitors were late at Grenoble. The organizers were cute. They placed the control well on the other side of the town, and this caught out a considerable number of crews.

By this time the rally had more or less developed into a road race. The Grenoble-Chambery section was a series of sharp turns, steep climbs, tunnels, narrow roads and plenty of ice and melting snow. Stirling drove at a remarkable pace, and at the Col du Granier passage control was actually 12 minutes ahead of schedule, having passed four other Jaguars on the way. It was a pity that the last 15 kilometres to Chambery time control were fairly easy, as folk who were obviously pushed for time were able to make it up on

the fast approach to the town. I am convinced that had the time control been shifted back to Col du Granier very few drivers would have been on time.

This fast mountain driving was Moss's delight. The Chambery-Annecy section was also mountainous and winding, but we arrived with more than 10 minutes in hand. Most of the other cars in our class arrived with less than a minute to spare, and two were late. The brakes on the Jaguar were absolutely first class, but required adjusting before going into the control which was scarcely surprising in view of the corkscrew sections over the Col de Porte, Cucheron, Granier, Plainpalais and Leschaux.

Annecy to Gex was run in a fierce rainstorm, and there was heavy sleet on the Col de la Faucille for the 11 kilometres timed hill-climb. This was a series of sharp corners, steep gradients on the NS route, the start being in Gex itself. Large crowds gathered to watch,

and the course was open to traffic. Stirling drove brilliantly, and treated the slippery road as if it were dry concrete. It seemed to be in the bag for B.T.D. but about half way up Heurtault's Jaguar somersaulted just ahead of us, the driver being pitched out on to the banking. Moss stopped, then hurriedly decided to carry on to the finish so that assistance could be sought. Goodness knows how many seconds were lost in halting, but the fact remains that his 8 mins. 58.2 secs. was actually third fastest run. Only nine cars managed under 10 mins., out of the 76 surviving competitors at this stage of the event. By this time more than half the entry had retired or were so heavily penalized that it was useless to continue. In addition, a goodly percentage of the survivors had lost road marks.

The timekeepers agreed that we should be credited with so many seconds for a delay, but as it so turned out this was not done. We were perfectly willing to have a re-run, but the officials said that this was not possible. Nevertheless a re-run was given to Saisse's Delahaye, which stopped at the wrecked

(Continued on page 476)

2.9-LITRE MASERATI FASTEST AT BOREHAM

Following Wind Helps Class Records to Fall at Popular West Essex C.C. Speed Trials

The week's postponement of West Essex Car Club's Chelmsford Speed Trials did not materially affect the entry. Nearly all the original 163 entries came to the line at their appropriate times, there being representatives from all the invited clubs—Half-Litre Club, East Anglian M.C., Herts County A. & A.C., Thames Estuary A.C., Eastern Counties M.C., North London Enthusiasts C.C., M.G.C.C., and, of course, the home club themselves.

Despite running a week late the weather was only one stage better than the blizzard conditions which caused the postponement from the previous Sunday. Last Sunday, 6th April, a steady drizzle fell the whole day and a high wind helped to dampen everything but the high spirits of the organizers, the competitors and the surprising number of spectators who turned up for the afternoon.

The event was the third to be held over the sprint course at Boreham Airfield, and those who know this venue may like to note that this is, in fact, the diagonal runway which comes into Railway Corner, but which is not used for the racing circuit. Competitors will have noticed some evidence of preparations for the 1952 racing season on the back legs of the racing course, where several stretches have been resurfaced. The start was at Railway Corner, and after a slight uphill stretch for about

Jaguars dominated the largest open class, W. B. Black beating his own record with 31.4 secs. He also won the over 3,001 c.c. racing class with two runs of 31.6 secs. and came third in the "any trim" sports class with 31.8 secs. The winner of this last class was Forrest-Lycett on his magnificent 8-litre Bentley, who with 29.7 secs. beat, by $\frac{1}{2}$ sec., W. Coleman's supercharged Jaguette which, under G. Parker, still holds the class record at 28.69 secs.

Don Parker's record of 31.84 secs. in the 500 c.c. racing class was not approached, but unfortunately his new Kieft had trouble on his second run. A. W. Richards (J.B.S.) made best time with 33.6 secs.

The day's fastest times understandably fell to the 1,501 to 2,000 c.c. racing class. J. B. Norris (1970 Alfa) holds the record for this class (27.5 secs.) but only managed 28.2 secs. this year against L. W. Boyce's 28.1 secs. on a 2,986 Maserati. Third best of day was J. Goddew's 28.4 secs. with his 3,000 Alfa Romeo.

I D R

PROVISIONAL RESULTS

Salina Car:
 1. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 2. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 3. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 4. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 5. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 6. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 7. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 8. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 9. 1961 Buick Wildcat 1. J. M. Estimation (1961)
 10. 1961 Buick Wildcat 1. J. M. Estimation (1961)

KK sex 2. S. A. Mitchell (3.485 Jaguar), 40.0

Open Case

Up to 139 feet 1 W. A. Brown (194) M.C.
47 feet 17 P. H. Jones (193) M.C. 44 feet
1101 500 feet 1 J. Jones (125) M.C. 192
500 2 W. F. Ashd. with 125 M.C. 41 feet
1401 300 feet 1 C. C. C. (141) M.C. 192
118 feet 7 S. C. Green (197) Bronze No.

Over 1,000,000 1 W. B. Black (3.44) Jaguar.
11.4 sec. 2. Mrs. J. Sargison (3.44) Jaguar.
12.1 "

Sports-cars in Asia Times

[illegible]

Over 3,000 c.s. 1. Forrester-Lycett (7 978 Bentley), 297 max., 2. W. Coleman (2 664 S. Junette), 302

Decline: 4.2%

Up to 500 g dry: A. W. Richards (2 B.S.) 33.6
 sec. 2 12 g dry (Copper) 33.8 sec.
 400 to 1,100 g dry: F. B. Stewart 49.5 g dry
 sec. 2 A. C. Baker (49.9 g M.G.) 31.4

1401 3,000 c.s. 1 L. W. Bayce (2,986 Mayrati)
291 c.s. 2 J. B. Norris (1,970 Alta), 2d 2 sec
Over 3,001 c.s. 1 W. B. Black (1,442 Janine)
131 sec 2 J. H. Sampson (1,442 Mayrati) 2 d
c.s.

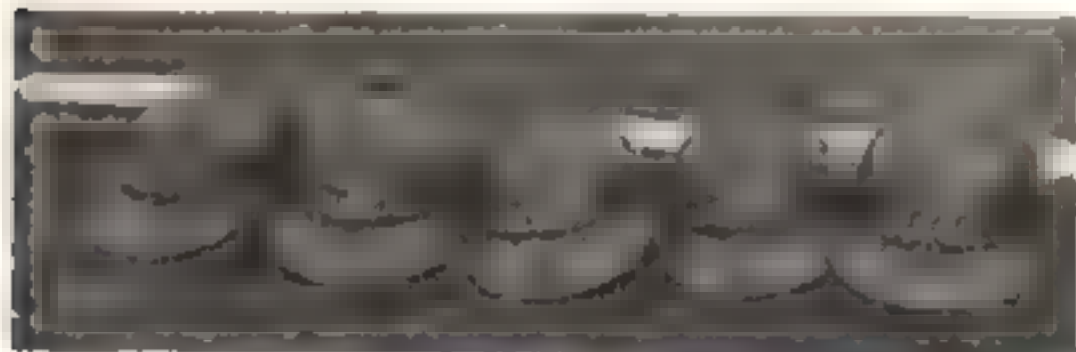
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**NORTHERN ALVIS O.C.
"GET TOGETHER"**

All members and friends of Alvis, Aston Martin and Lagonda Clubs are cordially invited to a "Get Together" and short Film Show at the Bull and Royal Hotel, Preston, on Friday, 25th April, at 7.30 p.m.

NORTHERN ALLARD MEETING

A MEETING of the Northern Centre of the Allard Owners' Club was held at the Hare and Hounds Hotel, Toller Lane, Bradford, on Wednesday, 2nd April. The guest of the evening was Mr. Geoffrey Halton, the Motoring Editor of the *Yorkshire Evening post*.



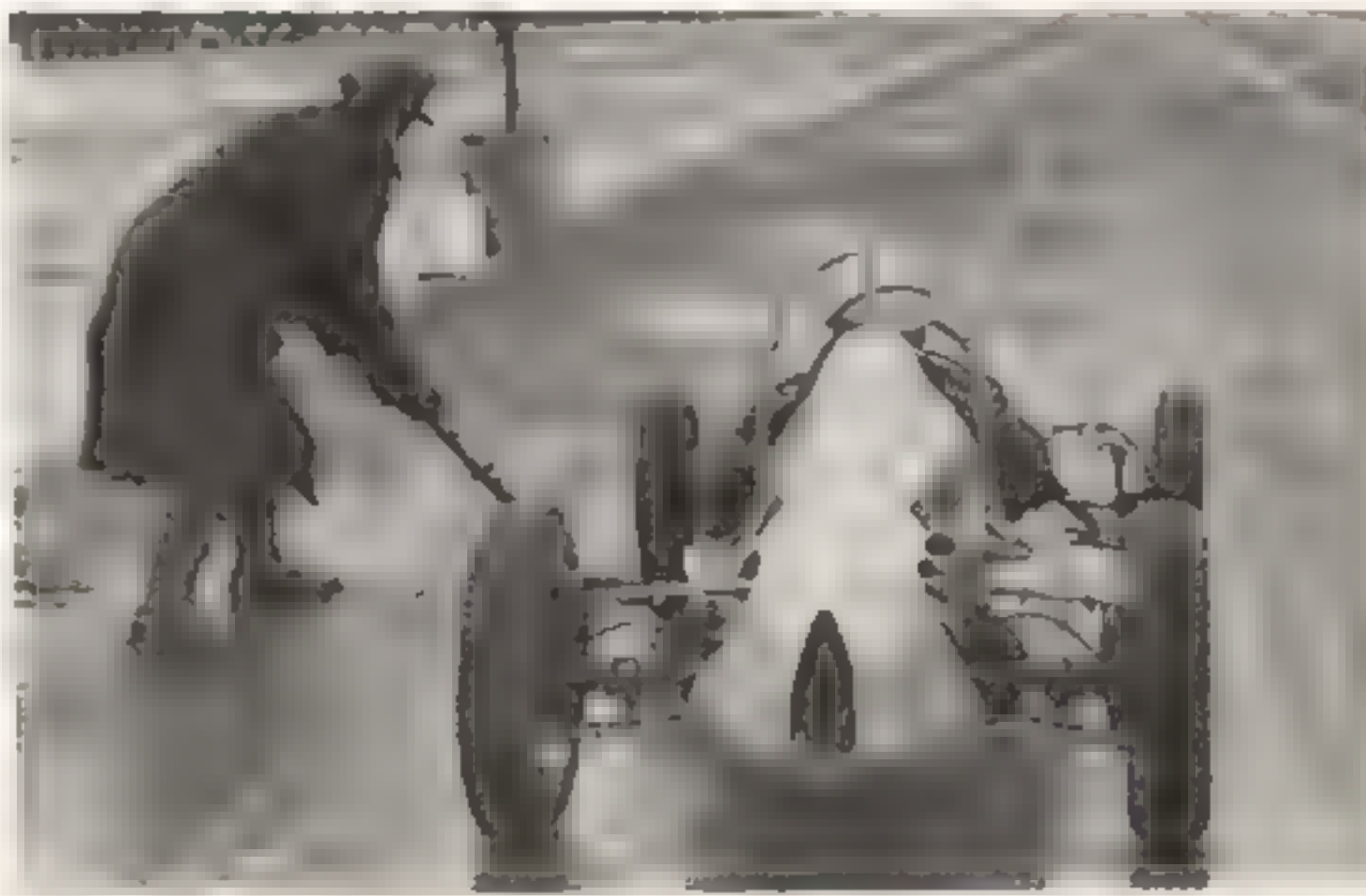
CRASH HATS
(Left) Club-owned
Battle Bowlers
could be hired
by competitors.
CRASH BAR
(Below) Safety
measure adopted
by Don Gray on
his Cooper-J.A.P.

200 yards, the course drops, almost imperceptibly, to the finish.

The saloon classes started proceedings in the morning, progressing from smallest to largest. Competition was keenest in the 1,101 to 1,500 and 1,501 to 3,000 c.c. classes. In the former Riley's wrested the existing record from M.G.s for despite an excellent run by A. G. Baker (1½-litre M.G.), who was under the previous record by nearly 2 secs. with 44.2 secs., both J. V. Lewis (43.6 secs.) and S. L. Ince (44.0 secs.) bettered the record in 1½-litre Rileys.

Tony Crook (2-litre Bristol) lowered his own record by 1.2 secs, with 36.4 secs, beating Dunham (obviously 3-litre Alvis) 37.5 secs, and G. H. Grace (38.2 secs.), who beat a squad of Healeys in a 2-litre Riley.

Among the open cars Trevor Line lowered his own class record (set up with a TC MG.) with his Mk. II TD. At 39.2 secs. this was 2.3 secs. better than any other in this class of 18. Tony Crook smashed a second class record with his Frazer-Nash in 31.8 secs., beating S. G. Greene's excellent time of 32.1 secs.



Technical and Otherwise

by John Bolster

DESMODROMIC VALVES

IN an earlier article I described the very elaborate research that has recently taken place in the sphere of valve operation. In spite of the theoretical advantages of other types, the poppet has, up to now, proved the most efficient. Empirical methods have melted away under the cold light of mathematical reasoning. The design of cams, valves, and springs is now an exact science, and the limit of poppet performance has by no means yet been reached.

That would seem a very satisfactory state of affairs, until one examines the formulæ by which all these variables are determined. It then becomes apparent that such things as valve acceleration, deceleration, and closing speed are settled not so much by breathing considerations as by mechanical limitations. Nor is the power consumed therein an entirely negligible matter.

It is therefore not surprising that research is now being directed towards a more positive method of valve operation. Furthermore, designs exist which may soon be seen in action on the circuits. After all, an operation which is half performed by a cam, and completed by a spring, is not fundamentally ideal for extremely high speeds. The case for positively closing the valves is thus a strong one, and that is my subject for today's chat.

It is obviously not at all difficult to evolve a cam that will close a valve. It is a simple piece of engineering, except for one thing. In opening a valve, some working clearance is permissible, and a variation in lift of a few thousandths of an inch is no disaster. In bringing the valve to its seat, there is no working tolerance whatever, and failure to close it firmly, and hold it in place,

would cause inferior performance and short life. On the other hand, if the mechanism tried to go on closing the valve after it had already reached its seat, some part would have to break. Expansion and contraction, not to mention wear and tear, must preclude the use of a simple, "solid" drive.

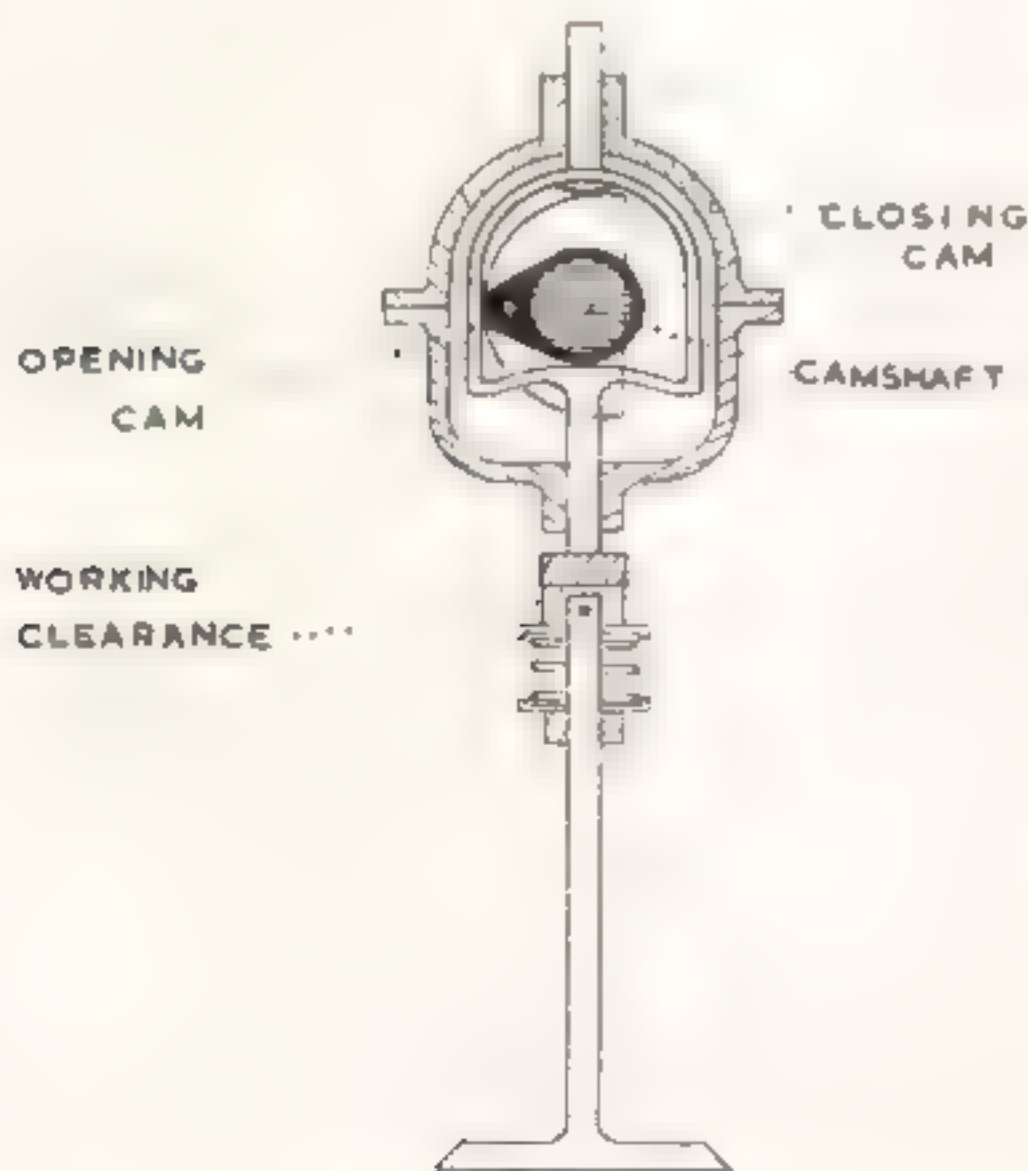
There are two ways of overcoming this, and both have been used with success. In the first method, the mechanism goes on trying to shut the valve after it is already well home. To avoid fracture, an elastic connection is interposed in the valve train. This does not operate during the opening, but has just enough "give" on the closing stroke to ensure firm pressure without undue strain.

The second trick is to allow for an adjustable clearance at the end of the shutting cycle, just as would normally be employed for the opening sequence. In that case, the valve would be fitted with a spring just strong enough to hold it to its seat, and this would be responsible for the last fraction of a millimetre of closing movement. As I say, both methods have been used with success, but I would prefer the first, for if the valve struck its seat extremely sharply, a minute degree of chatter or bounce might impair the sealing, just as it often does with a normal layout. A strong enough spring to ensure instant seating might be heavy enough to load the mechanism and waste a little power. That is only a personal view, however.

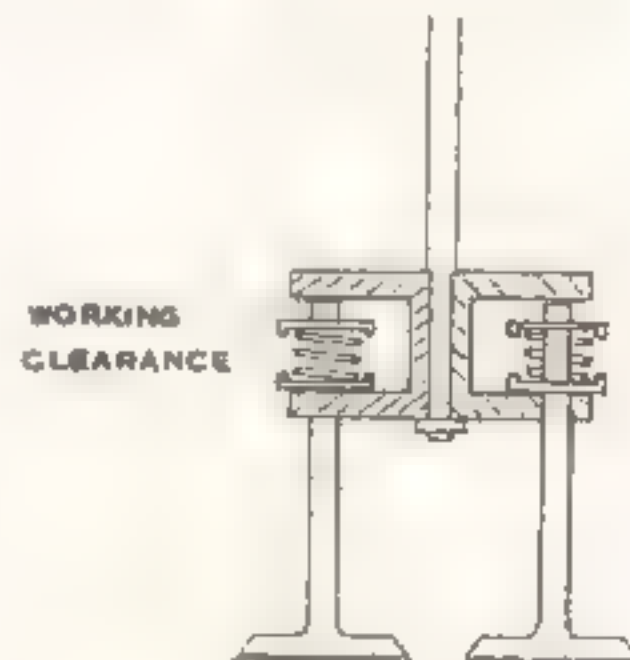
Many desmodromic engines have been built in the past, but in a story of this length I have no room to describe them all. Perhaps the most important was the 4½-litre Grand Prix Delage of 1914. This car had a four-cylinder engine, with four inclined valves per cylinder. It had twin overhead camshafts mounted high above the hemispherical head, as on the Henri-designed Peugeots.

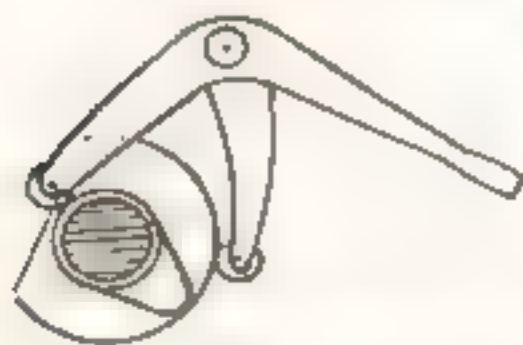
Each pair of valves was coupled by a bridge piece, which gave solid operation on the opening stroke, apart from the usual clearance. The cam was entirely normal, but there was another cam directly alongside it which had a much longer "dwell". This worked against the top of a stirrup that embraced the opening cam, and gave positive closing to the valves, via the bridge piece.

This bridge piece contained a pair of very short



★
DELAGÉ: Valve operating mechanism of the twin o.h.c. Grand Prix Delage of 1914. Drawing on the right shows the bridge piece coupling two valves, of which there were four per cylinder.
★





SPRING ASSISTED
A common type of positive operation in which a light spring holds the valve on its seat, but most of the closing force is applied mechanically

springs of great strength, and they took the load on the closing action being completed. No actual valve springs, in the usual meaning of the words, were used. The drawing shows that the general idea is attractive, even to our sophisticated eyes.

The 1914 Grand Prix was a Mercedes victory, in spite of a strong Peugeot challenge, but the Delage team were disappointingly slow, and seemed to lack acceleration out of sharp corners. They had been more impressive than this in practice, and it was rumoured that a last-minute valve adjustment had reduced their performance. Nevertheless, none of them dropped out through valve trouble, though their best finishing position was eighth.

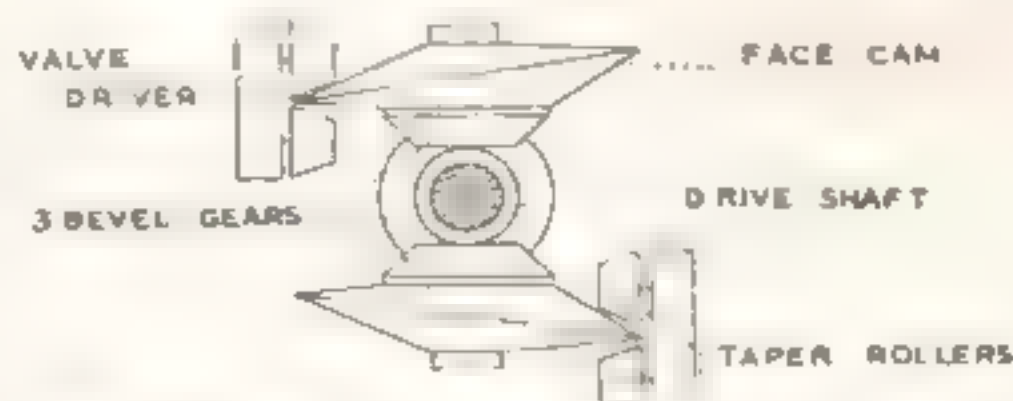
Delage won the 1914 Indianapolis race, beating the Peugeots, but they did not use the desmodromic cars. Instead, they entered the earlier 6½-litre machines, which had horizontal valves like the victorious 1911 Coupé de l'Auto 3 litres. For the 1916 race, which was run under a 300 cubic inch capacity limit, Delage sent two of the 1914 G.P. cars. They again proved reliable rather than fast, Barney Oldfield finishing fifth behind Resta's Peugeot, a Duesenberg, another Peugeot, and a Sunbeam. The second Delage showed about the same lap speed, but crashed around half distance. Thus, no increase in performance was provided by positive valve operation, though excellent reliability was possessed by the system.

After World War I, quite a lot of racing-cars appeared with positively closed valves. Parry Thomas was a devotee of the system, though his records were obtained with cantilever leaf springs. The Laystall Special went very well at Brooklands, and this had fully forced valve operation. Perhaps the most famous practitioner, however, was the Bignan designer, who actually applied it to a production car.

The Bignan Desmodromique was a 2-litre sports-car, and it ran in the production-car races of the period, such as the A.C.F. Grand Prix de Tourisme. It had a four-cylinder engine of 75mm. x 112mm., and an open four-seater body with delightfully rakish lines. The

valve gear was of an immense complexity, and has had to be greatly simplified in the drawing for reasons of clarity. Briefly, there was a horizontal shaft, running along the top of the cylinder head and driven by skew gears and a vertical shaft. Approximately between cylinders 1 and 2, and again between 3 and 4, bevel gears were keyed to the shaft. These drove, through horizontal bevel gears, a pair of face cams, which looked rather like somewhat wobbly saucers at first sight.

There were thus two pairs of saucers, of which each one operated two valves of adjacent cylinders. The operation was via rollers, which drove crossheads up and



BIGNAN DESMODROMIQUE A greatly simplified version of the positive valve operation employed on the 2-litre sports Bignan.

down guides, and the vertical overhead valves were finally attached to these. Somehow one cannot imagine that this was a particularly quiet engine. I hope the simplified drawing makes it all reasonably clear.

The 750 c.c. Vagova had a six-cylinder desmodromic engine in which the ends of the rockers rode in grooves instead of resting on top of cams. The necessary small spring was beneath the fulcrum point of the rocker, which was allowed sufficient vertical travel for compensation. Three-quarter desmodromic operation was featured in the non-starting S.E.F.A.C., and the straight-eight Salmson, which Serge Pozzoli describes as "*plus compliquée qu'une B.R.M.*" Incidentally, I have to thank M. Pozzoli for much of the information given here.

During the last few years, positively controlled valves have died out, and it is immensely interesting that they are to be revived. I hope that this little bit of history will be of interest in that connection. Meanwhile, Lord Charnwood has threatened to commit desmodromy on the A.R.M., a project which will doubtless provoke much lively discussion!

THE President of the Swiss A.C. had hysterics when he discovered that the DB2 Aston Martin on show had a Vantage engine. He bought it on the spot. (One reason for hysterics was that Lance Macklin demonstrated it to him.)

The SIATA Sport had coachwork by Bertoni and an American Crosley engine.

Baron de Graffenried was in constant attendance on the Alfa Romeo stand.

The Star of the Lagonda stand was the sports model with coachwork by Graber.

SHOWTIME HEARSAY FROM GENEVA

Bugattis are bringing the new type 101 to London to display to the Bugatti Owners' Club. The car has been considerably improved externally since its initial appearance at the Paris Salon, the ugly hump on the bonnet having been removed.

Bugattis are also in process of producing a 1½-litre 4-cylinder model.

Ferraris have a new 2.8-litre sports-car in preparation. In their own words they intend to sweep the

board at the forthcoming *Daily Express* Trophy meeting. Ascari and Villorosi will have 4-cylinder machines. They will probably also enter in the Production car race.

Pegaso have no plans yet for a factory team to compete in sports-car events, being content to leave it to private owners for the time being.

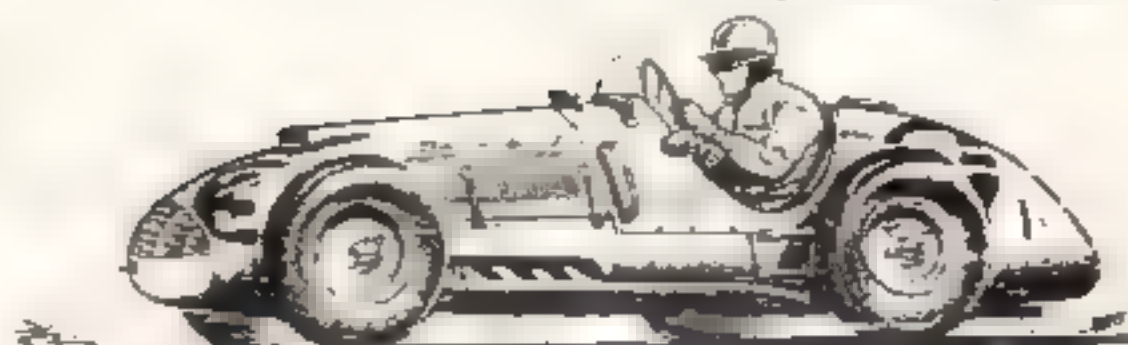
The maximum speed given by the firm is 142 m.p.h. at 6,000 r.p.m. with 16 x 5.50 tyres in fifth gear.

The Le Mans cars are being fitted with special 102/2.5S engines which give an unstated increase in speed.

HANS TANNER

HOLIDAY SPORT

Races, Rallies, Trials and Sprints Promise
a Busy Easter Week-end For Enthusiasts



VARIETY is the spice, and from the motor-sporting enthusiasts' point of view, the coming Easter holiday period should prove spicy indeed. Racing, rallies, trials and sprints will all be held, and few areas in this country will be without motor events of some kind between the 11th and 14th of April, 1952.

The week-end begins with the M.C.C.'s classic Land's End Trial on Friday and Saturday, 11th-12th April. This is one of Britain's oldest established events and involves a long distance night run by competitors from three starting points, Virginia Water, Plymouth and Stratford-on-Avon, all converging on Taunton for an early breakfast, then heading west for Land's End via a variety of difficult hills, including Grabhurst, Beggar's Roost, Hustyn and Bluehills Mine.

Cars, three-wheelers and motor-cycles all take part, with some variation in routes followed, and this year the Army Motor-Cycling Association and the Vintage Motor-Cycle Club have been invited to compete, together with the Light Car section of the Vintage S.C.C. who will stage a 25 years' Commemoration Run, following the old 1927 route, in conjunction with the main event. They will start at 6 p.m. on Good Friday, and are timed to arrive at

Porlock, Beggar's Roost and Bluehills Mine (where they will make a non-stop ascent of the old road around the hair-pin) about an hour ahead of runners in the trial proper.

Best viewpoints of the "Land's End" for spectators are Beggar's Roost and Barton Steep (near Lynton), Darracott (Bude), Hustyn (Wadebridge) and Bluehills Mine (Perranporth). First competitors should reach Beggar's Roost very early on Saturday morning and the last some six hours later. Hustyn Hill will be reached by early numbers at around midday, and Bluehills by 1.30 p.m. The finish is at the Land's End Hotel. Four-wheeler entries total 156, including a wide variety of sports-cars, plus the Vintage Light Car entry of 24.

On the same Easter Saturday the Bristol M.C. and L.C.C. have their race meeting at the Castle Combe airfield circuit near Chippenham, Wiltshire. The programme includes races for sports-cars and a 500 c.c. racing event in heats and a final. Entries for the latter are excellent, including Stirling Moss, Headland and Loens (Kieft), Gill, Shillito and Braid (Macksons) and Alan Rippon. Don Gray, Duncan Hamilton (yes, really!) and others with Coopers. In the sports-car lists are Oscar Moore (H.W.M.-Jaguar), Cliff Davis (Cooper-M.G.), Tony Crook (Frazer-Nash) and

the Ecurie Ecosse Jaguars. Admission fees to this meeting are a mere 1s for adults and 6d. for children.

The 500s will be disputing themselves simultaneously in East Yorkshire on the 17 mile Brough circuit, where the Blackburn Welfare M.C. are holding another of their excellent meetings. There will be two races, on handicap and scratch basis, in 10 lap heats and finals. Then at Lydstep, in Pembrokeshire, S. Wales, the Tenby Club have their Easter hill-climb on a course attractive both to drivers and spectators. In an area where motor-racing is rare this should be a very interesting meeting, for entries are good and the organizers have made every endeavour to ensure its success.

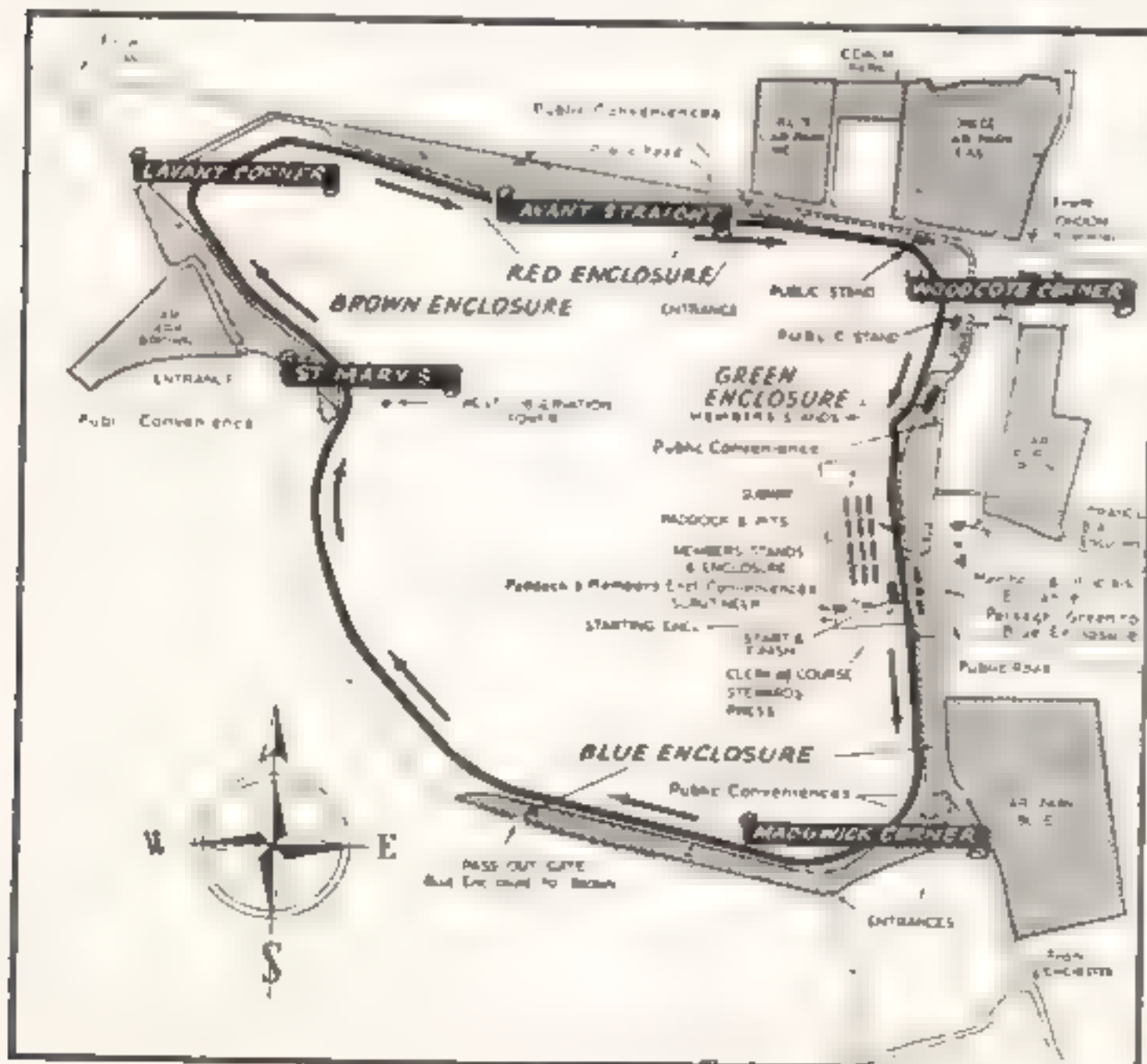
Also on Easter Saturday the Aston Martin O.C. have a trial in the Mendips, whilst Veteran C.C. members are rallying with pre-1917 cars at the Market Square, Abingdon-on-Thames, proceeding three miles out thereafter to Esso House for a series of diverting driving tests.

In Scotland, the Highland Three Days Rally begins on Saturday, this very enjoyable and not over-strenuous event of the Scottish S.C.C. taking competitors through some magnificent Highland scenery, from Falkirk, Shirlingshire, to Glencagles Hotel in Perthshire, then through Fife, ending in Stirling on Monday.

On Saturday, too, the Ulster A.C.'s four-day Circuit of Ireland starts, and for this an excellent entry of 173 has been received. A goodly contingent from Britain will compete, including last year's winner R. A. Hopkinson of Chesterfield, with an M.G. A Continental event of similar kind, the Rallye Benefrux, begins the same day in Belgium.

Easter Sunday sees the International sports-car race for the Inter-Europa Cup at Monza, Italy. The Aston Martin team from Britain had intended to take part with D.B.2 saloons but the regulation regarding certain body dimensions apparently makes this impossible, although Nigel Mann is hoping to modify his own car to comply. In England, the Berkhamsted Club have a speed trial fixture listed at Tewin Water, near Welwyn, Herts, and the Midland section of the Alvis O.C. are rallying in the Cotswolds near Stratford.

Easter Monday sees a welter of speed events at home and abroad. Internationally the most important is France's Pau G.P. on the sinuous round-the-houses circuit. This year the race is for Formula 2 cars, and is the first of the eight Grands Prix de France which will decide the French Championship. Ferraris will be there in strength, together with Gordinis, Maseratis and



GOODWOOD LAYOUT: A plan of the B.A.R.C.'s circuit near Chichester, Sussex, showing the new "kink" near the start. Enclosures and car parks are marked; lap distance 2.4 miles

the latest British H.W.M.s with new frames, inboard rear brakes and other improvements.

Other foreign events include the Australian G.P. and the Marrakech race meeting in Morocco, both essentially locally supported events. In England the major attractions will be the international race meetings at Goodwood and Brands Hatch. At the former circuit, now with an added kink just before the starting area, the B.A.R.C. are running a programme of eight races, comprising the Earl of March Trophy for 500 c.c. cars, the Lavant Cup for Formula 2 cars, sports- and racing-car handicaps and the 20-lap Richmond Trophy race for Formula 1 cars. Amongst the entries are the Vandervell "Thin Wall" 4½-litre Ferrari, driver un-named, though it may be Goodwood star Reg Parnell, Stirling Moss (Kieft 500 and Jaguar XK 120C), Duncan Hamilton (4½-litre Lago Talbot), Peter Whitehead (Ferrari), George Abecassis, who besides driving an H.W.M. may appear at the wheel of Brian Shawe-Taylor's E.R.A., Sydney Allard, and motor-cycle champion Geoff Duke, making his four-wheel debut with the prototype D.B.3 open Aston Martin. Goodwood will be *en fête* in real Continental style, with gay flags and bunting, and the Ferodo Silver Band to open the meeting, which starts at 1.30 p.m. Admission fees have been reduced to 6s. per person in the public enclosures, 27s. in the grandstands.

Brands Hatch will be exclusively 500 c.c., as usual, for the London Trophy, which will be contested in 20 lap heats and a 40 lap final. This race will bring out examples of the new Mark VI Cooper, the Arnott, the Mackson, Kieft, and other British half-litre cars, which will be challenged by two Boels cars from Holland, together with two D.B. Panhards and two J.B.s, one BMW-powered, the other J.A.P., from France. The meeting starts at 2 p.m.

Those in the South-West corner of England need not travel far to see motor-racing on Easter Monday, for the West Cornwall M.C. are holding a speed hill-climb at Trengwainton. The record stands to a sports Allard but this may well fall, for racing classes are being introduced for the first time and 500s and 1,100 c.c.'s will be in action. Finally in the Channel Islands, the Jersey M.C. and L.C.C. are running another of their popular mixed sprint meetings on the sands at St. Ouen.

GOODWOOD ENTRY LIST

Earl of March Trophy (500 c.c. cars): Cooper: F. R. Gerard, E. Brandon, A. Brown, H. A. Lang (Germany), H. Schweibe (Germany), J. Coombs, A. Rippon, R. N. Nuckey, N. Pugh, A. M. H. Bryde, G. E. Thomas, W. E. Ford. Kieft: S. Moss, A. Loens, Mackson: A. D. Gill. Arnott: J. K. Brise. Revis: R. Bicknell. Iota: F. Tuck. F.H.B.: F. H. Bacon. Erskine Starline: J. Habin.

Reserves—Cooper: D. A. Clarke, K. Wharton, M. G. Thomas, A. J. Nurse.

Lavant Cup: Ferrari: (Scuderia Ambrosiana) D. Murray or W. A. Dobson. Cooper: E. Brandon, A. Brown, John Cooper, J. M. Hawthorn, N. Pugh or R. N. Nuckey, M. A. H. Christie. Connaught: P. Fotheringham Parker, K. McAlpine, K. H. Downing. H.W.M.:

G. E. Abecassis. Alfa: F. A. O. Gaze, G. M. Watson. Aston Butterworth. W. S. Aston. H.A.R.: H. A. Richards. Frazer-Nash: H. A. Mitchell. H.R.G.: M. J. C. Keene (H.R.G.). Frazer-Nash (Scuderia Franera) K. Wharton.

Reserve—Cooper: J. Barber.

Chichester Cup: Alfa Romeo: (3.8-litre) R. D. Poore. (2.9-litre) J. Goodhew. Connaught: K. McAlpine. Alfa: J. Kelly. Talbot: J. Duncan Hamilton. E.R.A.: F. R. Gerard, A. G. Whitehead, K. Wharton, E. Thompson or G. E. Abecassis. Ferrari: G. A. Vandervell, P. N. Whitehead. Baird-Griphons: W. R. Baird. Maserati: J. M. James. Delage Spl: A. P. R. Rolt. Allard: S. H. Allard. R.R.A.: G. N. Richardson. Car not stated: K. Wharton.

Reserves—Cooper: John Cooper, J. M. Hawthorn. Alfa: G. M. Watson.

Richmond Trophy: Ferrari: G. A. Vandervell, P. N. Whitehead, Scuderia Ambrosiana (D. H. Murray or W. A. Dobson). E.R.A.: F. R. Gerard, E. Thompson, A. G. Whitehead. Maserati: J. M. James. Delage Spl: A. P. R. Rolt. Talbot: J. Duncan Hamilton. H.W.M.: G. E. Abecassis. Alfa: J. Kelly, G. M. Watson, W. R. Baird. Connaught: K. McAlpine, P. Fotheringham Parker.

Reserves—Cooper: E. Brandon, A. Brown. Alfa: F. A. O. Gaze.

Racing-Car Handicaps (to be grouped into two races): Alfa: F. A. O. Gaze, G. M. Watson, J. Kelly. Alfa Romeo: R. D. Poore, J. Goodhew. Cooper: J. M. Hawthorn, E. Brandon, A. Brown, John Cooper. Connaught: K. H. Downing, P. Fotheringham Parker. H.W.M.: G. E. Abecassis. H.R.G.: M. J. C. Keene. E.R.A.: F. R. Gerard, A. G. Whitehead, K. Wharton. Baird-Griphons: W. R. Baird. R.R.A.: G. N. Richardson. Ferrari: G. A. Vandervell, P. N. Whitehead, Scuderia Ambrosiana (D. Murray or W. A. Dobson). Aston-Butterworth: W. S. Aston. Delage Spl: A. P. R. Rolt. Allard: S. H. Allard. Talbot: T. L. Secombe, D. Margulies. Darracq: G. F. A. Gale. Turner: J. H. Webb.

Reserves—H.A.R.: H. A. Richards. Alvis: C. G. H. F. Dunham.

Sports-Car Handicaps (to be grouped into two races): Jaguar: S. Moss. A. M. H. Bryde, D. I. Russell, J. B. Swift, L. F. Manduca, S. J. Boshier, E. W. Holt, M. W. H. Head, W. B.

Black, B. Tye. Delahaye: E. Thompson. Aston Martin: R. D. Poore, E. Thompson, G. E. Duke, J. E. G. Fairman, P. A. B. Stewart. Allard: O. E. Simpson, F. G. Curtis. Healey: J. A. Young. H.R.G.: L. Gibbs. Lester-M.G.: J. C. C. Mayers. Cooper-M.G.: F. C. Davis, L. Leonard, Riley: S. B. Wells. H.W.M.: O. Moore, Jowett Jupiter: J. Kelly.

HOLIDAY BROADCASTS

RICHMOND TROPHY, GOODWOOD

14th April, Light Programme

5 p.m. to 5.25 p.m.

Commentary by Raymond Baxter and Robin Richards.

ULSTER A.C. CIRCUIT OF IRELAND HOME SERVICE (261 m.)

Saturday, 12th April	11.3-11.8 p.m.
Monday, 14th "	9.0-9.5 a.m.
Tuesday, 15th "	9.0-9.5 a.m.
Tuesday, 15th "	11.3-11.8 p.m.

SWISS ENTRY FOR SILVERSTONE

SILVERSTONE on 10th May will see Sentries from Rudi Fischer (4-cylinder Ferrari) and Peter Hirt (V12 Ferrari) of the Swiss Ecurie Espadon.

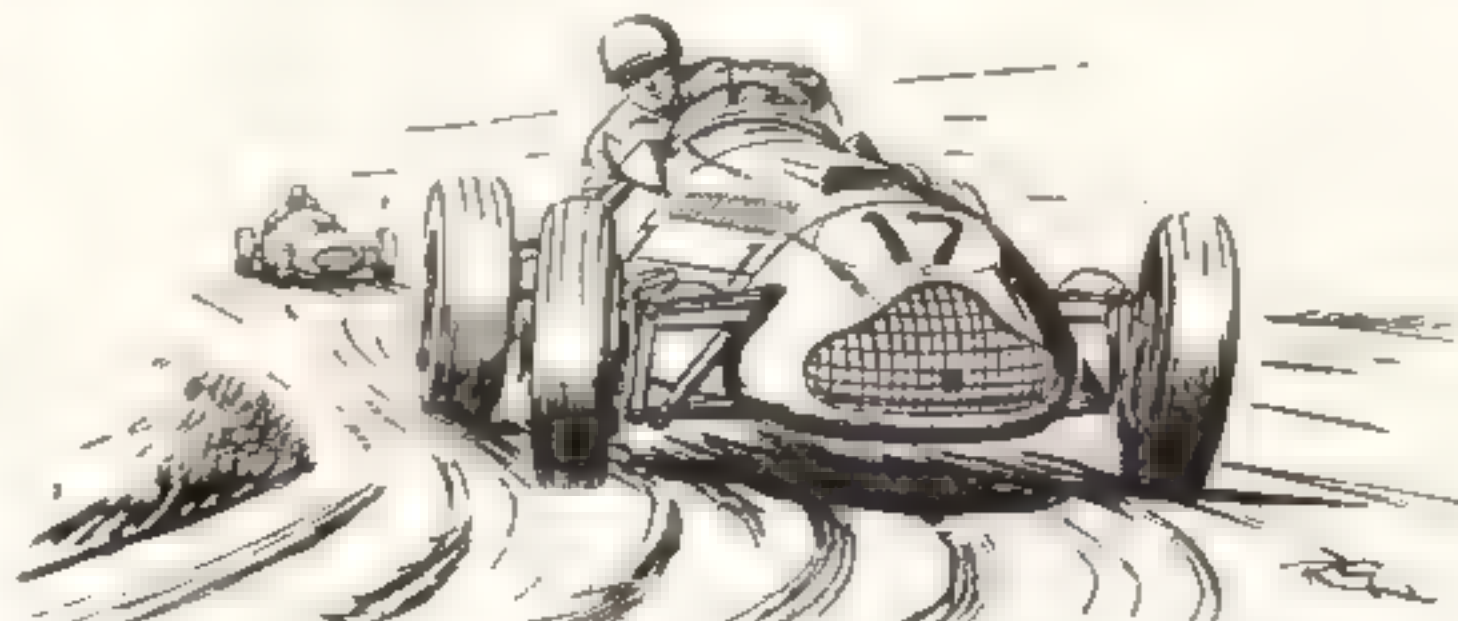
THE BRITISH EMPIRE TROPHY RACE

REGULATIONS are now available for the B.R.D.C.'s British Empire Trophy race in the I.O.M. on 29th May. This will be a 200 miles event for sports-cars (52 laps of the 3.8-mile circuit).

A.F.N., LTD., makers of Frazer-Nash cars, have been invited to run in the Prix de Berne international sports-car race in Switzerland on 18th May.

HELD OVER

THE concluding part of "The Organization of Club Competitions" by Stanley Sedgwick, and "Pit and Paddock" have had to be held over this week.



COMING-OUT: The new Formula 2 Coopers will be seen in action at Goodwood on Easter Monday.

Correspondence

The Cooper-M.G.

I VERY much enjoyed reading the excellent test impressions of the remarkable Davis Cooper-M.G. in the 28th March issue of AUTOSPORT.

I was surprised, however, that the best time for the standing $\frac{1}{4}$ -mile under favourable conditions was 18.25 secs. This seems slow for a power-weight ratio of over 150 b.h.p. per ton, and I wonder whether there is any special reason for it. The car makes an interesting comparison with my last season's XK 120 Jaguar, which when modified and in competition trim had a power weight ratio of 155 b.h.p. per ton and did a standing $\frac{1}{4}$ -mile in 16.4 secs. at Alcar. As a further comparison a perfectly standard H.R.G. which I ran at the Hartlepool sprint some years ago clocked 19.1 secs. and this with 85 b.h.p. per ton at the most.

I am aware, of course, that the power and torque curves and gear ratios affect the issue, but even so I would have expected a car of such low weight and high power weight ratio to have clocked between 16.5 and 17 secs. over the standing $\frac{1}{4}$ -mile.

LANGLEY, CHESHIRE.

E. P. SCRAGG.

(The acceleration figures were obtained without "straight-through" gear changes and have been bettered by both Davis and Leonard—Ed.)

Lord Charnwood on the A.R.M. Game

I HAVE to apologize for my long silence and my failure to "play the A.R.M. game". I have been horribly busy at my own job, but will now try to answer some criticisms and give way on others.

Frankly, I do not know enough about modern tube welding to know whether it is better value to have the tension tube in three straight pieces or one curved length. I put my money on one tube. The compression tube is the one that must be straight. So far as lugs or not at the two centre spaces are concerned, if you build up the tension tube, then weld, but if you stick to one piece then the design shown is lighter. The front end is built up and welded in any case. I am sorry that I failed to mention the lateral staying, which was not forgotten.

The scale of the driver was copied from a Mercedes drawing and the wheelbase was meant to be 8 ft. The driver, as reproduced, was much more life-like than anything that I can do, but I still don't see why he should be 6 ft. tall.

Mr. Smith is breaking the rules if he asks for four cylinders, but we are in close agreement over cooling. There should be ample power to spin the wheels at any speed in bottom gear, so I think that his lower bottom ratio would not pay. Actually, the other John chose the ratios as they are more a driver's question than an engineering one. I have answered his bearing question direct. Mr. Farmer and others have dealt adequately with fluid transmission.

If I have misquoted Mr. Clarke, I beg his pardon. I never saw his original letter or his diagrams. Perhaps they were free-hand sketches which no paper can reproduce. Checking over I find that we can drop the driver four inches without any radical change, the original rear end allowed clearance after losing both rear tyres and the clearance over the prop. shaft is more than is needed. Surely the rear engine is dead for anything over 500 c.c.

I have replied to some of Mr. Neil Smith's points, but I am puzzled by his point about the de Dion tube, especially by his sketch. I agree with him about disc brakes, but I most emphatically am worried by splined sleeves and want to stick to my pot joints. I have not had time to work out the consequences of his Javelin-type radius rods and torsion bars: there are difficulties but they might be an improvement if they will fit in.

Mr. Bird's variant on the Panhard

rod must remain under consideration until the front roll centre is known. I do, however, feel that the symmetry of the original form has much to commend it.

That leaves the various transfer shafts and half-speed prop. shaft suggestions. They all call for at least two more gear stages to absorb power and for a heavier clutch and shaft for the increased torque. I am tempted by a very small multi-disc clutch at engine speed.

While I like the idea of getting the prop. shaft to one side, I should regret the extra gearing and all such ideas seem to force the brakes on to the wheels where they are unsprung and far harder to cool, and even with a Z.F. diff I hate the idea of a transmission brake.

May I end my apology by reminding your readers that it is over 20 years since I practised as an engineer and that the A.R.M. is a game to me, played in my rather limited spare time.

CHARNWOOD

LONDON, S.W.1

Carburettors for Competition Use

I SHALL be extremely grateful if any of your correspondents, Mr. John Bolster or other knowledgeable minds, can please give opinion based on experience regarding the advantages, or otherwise, regarding various carburettors for competition use.

To my mind the Zenith, with the accelerator pump, offers advantages, but the butterfly must cause some obstruction. The S.U. is very popular, the Amal is widely used in the motor-cycling world, and the Weber is obviously available only to the few.

I appreciate that different types of engine must affect the make used, but I would greatly appreciate some guidance on general principles to help make a decision regarding a special I am developing.

F. J. TIEDMAN

46A STATION ROAD, N. HARROW, MIDOX

Medicals Abroad

ALTHOUGH I have not felt strongly enough before to burst into print over the question of Medical Certificates for drivers, I am inclined to do so now in view of my recent personal experience in this connection.

I find, and I think other drivers will find the same, that it



(Oh yes, you'll be wanting the Bond of Hope Rally up at the Church Hall)

is extremely difficult to get one medical practitioner who can answer all the questions on the R.A.C. form. In my case I had to go to my own doctor for an examination and the answers to most of the questions and later to a hospital for the blood group, etc., and this, of course, involves quite an appreciable expense and loss of time.

I had to rush these things through rather quickly, again quite difficult to do, because I was going to Montlhéry for the meeting there on 30th March, but much to my surprise, and rather to my annoyance, when I proudly presented the form together with my International Competition Licence I was regarded with some surprise and told that "we do not bother very much with these things here".

In conversation with several foreign drivers I found that none of them had so far taken any action in this matter nor did they propose to do so as they did not consider it would be necessary! I may say that perhaps this was so because the organization of this particular event was very informal, as none of the competing cars received any attention from the scrutineers who, if they were present at all, certainly did not come out to do their job in the very bitter weather conditions which prevailed.

One scarcely knows what to think, but on the whole it is perhaps better that our governing body acts rather more strictly and exactly in accordance with the letter of International Regulations on these subjects, and my own doctor at least was very favourably impressed with the idea of blood grouping—which could obviously be a life-saver in the event of a serious accident—although he was doubtful about the value of most of the other questions asked.

Nothing here should be read as an implied criticism of the body which ran the race at Montlhéry. It was "informal", friendly and with a minimum of red tape, but it was thoroughly enjoyable and well supported, and only the appalling weather in France comes up for criticism!

A. P. HITCHINGS

MAER STAFFS

The Cancelled Rally Speed Test

THE cancellation of the High Speed Test at Silverstone during the R.A.C. Rally is another example of the overbearing and dictatorial attitude of the R.A.C. towards motor sport in this country.

Surely before cancelling the Test the persons concerned should have been consulted, i.e., the competitors, and in any case no decision should have been made until the test was due to start. The track was quite clear of snow by 12.30.

It seemed to me, as one of a number who had motored 60 miles to marshal, that a little snow on the track during the early morning was a heaven-sent opportunity to avoid the trouble of laying on timekeepers and lap-scorers, and to avoid any possibility of messing up the whole thing as happened last year.

I should think the foreign competitors take an extremely poor view, and are most unlikely to compete again another year.

Thank goodness Silverstone is being run by the B.R.D.C. for the next few years, and they are too big to be badgered about by the R.A.C.

S. A. COOKE

PETERBOROUGH

Geoff Duke and Goodwood

Every day this week my newspaper has carried an advertisement: "See the great Car-Racing duel, Stirling Moss v Geoffrey Duke at Goodwood, Easter Monday."

The motoring world awaits the first appearance of Geoffrey Duke in this new sphere with some trepidation. Nuvolari, Varzi, Rosemeyer and Dixon, all champions on two wheels, became champions on four and in Geoffrey Duke, the reigning World Motor-cycle Champion, we have a potentially great driver. However, to expect him to meet Stirling Moss on equal terms and provide a "great duel" in this, his very first race, is nothing short of ludicrous.

It is singularly unfortunate that a responsible organization such as the B.A.R.C. should so attempt to delude the less informed among the race-going public and thereby oblige Geoffrey Duke to enter motor-racing with an unfair handicap.

JOHN E. HALL

FORMBY LANCs.

(Continued on page 477)

R.A.C. RALLY OF GREAT BRITAIN

Best performance

by any closed car

won by

JOWETT JAVELIN

driven by

M. BECQUART

(Subject to official confirmation)

using



The same high quality oil that you
can now buy at your local garage

AND FUEL BY SHELL AND BP

NEWS FROM THE CLUBS

SINGER O.C. OVERSEAS

THE Singer Owners' Club now has a branch of the club in Belgium. Jean Larue, of Liège, has started it and already has 50 members on the books. The Belgian cousins will use the club badge and rules (modified to suit the Continental spirit!). Larue has taken part in a number of big Continental events in his SM 1,500 Roadster and his SM 1,500 saloon, including the Liège-Rome-Liège rally last year. He was winner of last year's Benefalux Rally.

Over in this country the Singer O.C. is extremely active. A crowded season is planned, catering for both the sporting and social side, but at the same time keeping costs within the pockets of its members.

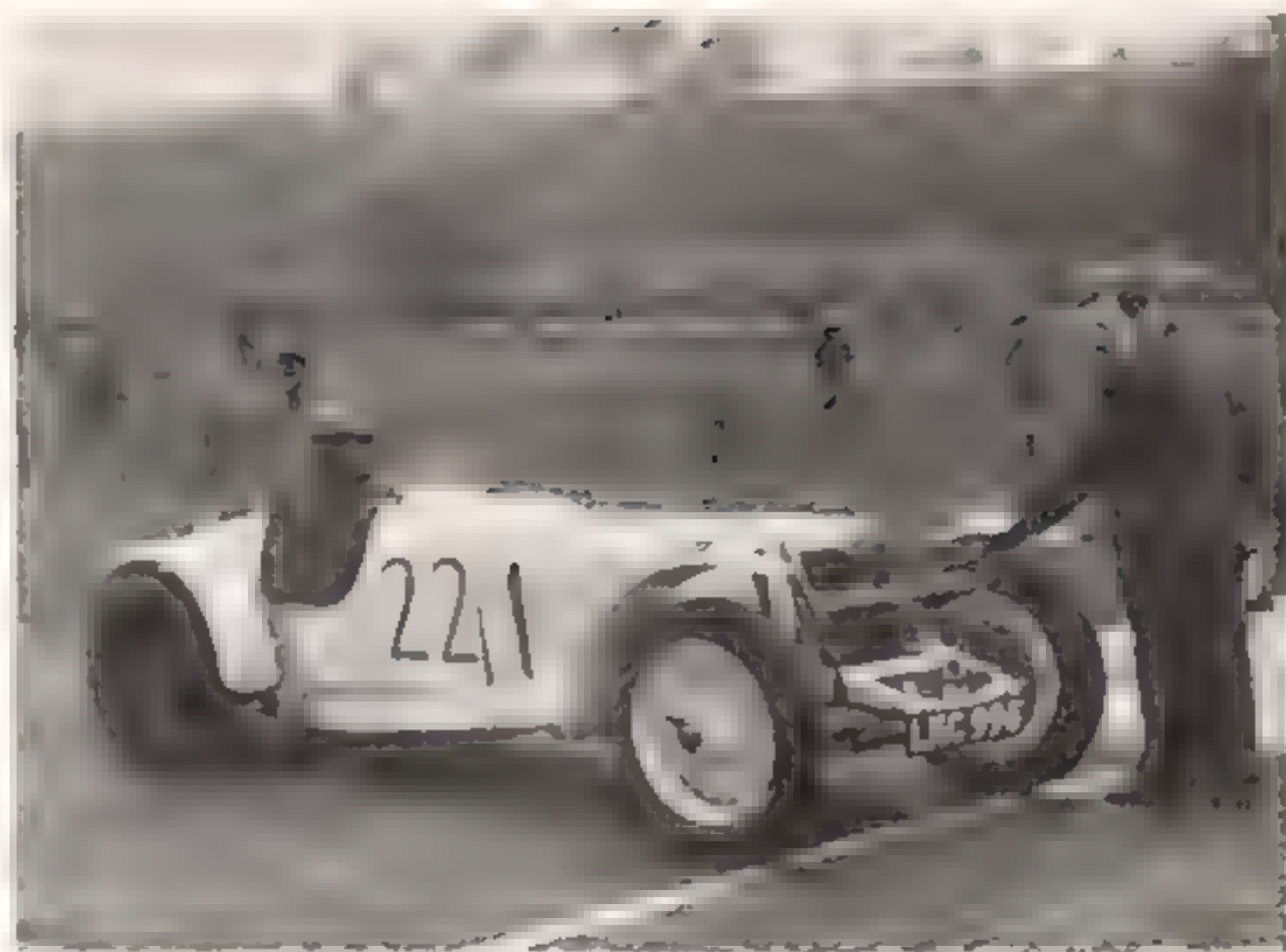
Provisional fixture list for the Southern Centre is: 4th May, Driving Tests; 12th-13th July, Night Rally; 21st September, Rally. It is hoped to get these events "upgraded" to Closed Invitation status next year. Other "closed" events will be held on 15th June, 4th August and 19th October. Monthly meetings will continue to be held at the Flying Eagle, Mollison Way, Edgware, on the third Wednesday in the month.

Members are needed in the North and the Midlands, especially keen Singer owners, willing to take a hand in getting Club centres moving. All Singer O.C. information can be obtained from Secretary K. D. McDowall, of 1 Halesworth Road, Lewisham, S.E.13.

THE GROVES CUP

How Dr. McDougald's M.G. Saloon Beat the Specials in Irish M.G. Trial

THE M.G. Car Club (Irish Centre), ever a live body searching for new ideas, seem to have produced a winner in the new system of marking used by them in the recent Groves Cup Trial. The new system amounts to a form of handicapping which, as the results proved, makes it possible for a novice driving a saloon



STILL GOING STRONG. The original "White" Riley, ex-Raymond Mays to Mrs. K. Petre, now owned by Dennis Done and here driven by Peter Reece in the Wirral 100 Club's Rhvymwyn sprint meeting on 29th March

to beat the experts driving potent specials. As most Irish trials are based on numbers of driving tests interconnected by lengthy mountainous road sections, and through which it is possible to drive almost any type of motor-car, this marking system should be welcomed as a means of equalizing the chances of drivers in any class to win the premier award and in this respect in particular it would be difficult to visualize a fairer scheme. Marks were awarded in each class according to the number of entrants in the class multiplied by the number of tests. Thus, if there were ten entrants in a class, the maximum marks for each test were ten for best time, nine for next best, etc., and the total for the trial were 70 for the seven tests less any marks lost at the time checks. Outside the class placings the premier award for the whole trial was awarded to the competitor making the highest percentage of maximum marks for his class. Class winners in this trial were M. O'Flaherty (Volkswagen), Experts closed class, with 95.8

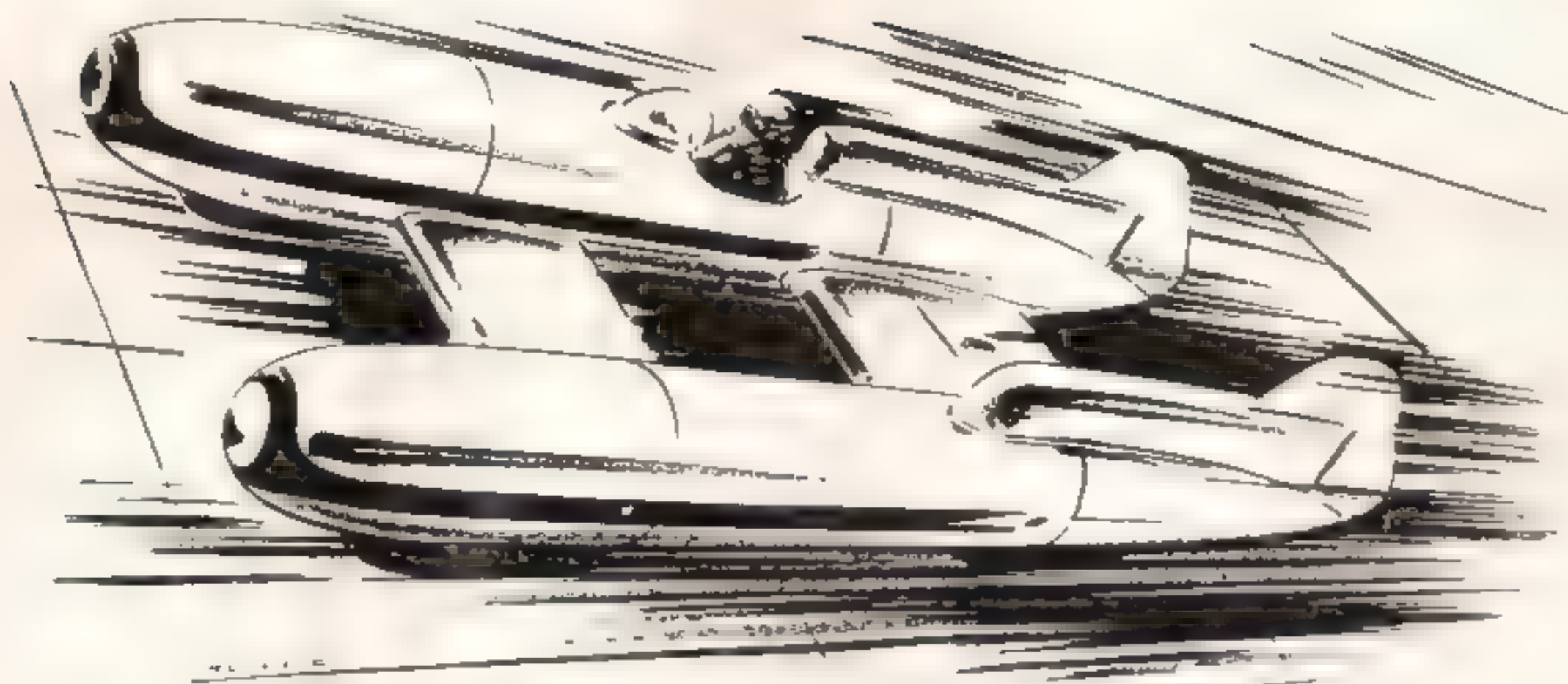
per cent of maximum possible marks for the class. Dr. McDougald (M.G. 1½ litre), Novices closed class, 97.5 per cent, R. J. Nash (M.G. TD), Experts open class, 83.7 per cent, A. Milne (M.G. TD), Novices open class, 92.8 per cent, and C. Vard (C.E.R. Special), Specials class with 84.6 per cent. Of these Dr. McDougald had the highest class percentage and thus won the Groves Cup and his class. His driving throughout the trial was beyond reproach and his consistency in the seven tests was amazing. The marks for each test in his class were 11 and of the possible maximum of 77 marks the worthy Jocktor earned 75 by five tests marked with the full 11 and two with ten—and this was the very first motoring event of any kind in which he had competed!

Cecil Vard driving his new Ford Ten-based Special, the C.E.R., did very well indeed to win his class against a most formidable array of no less than 15 really formidable specials, all in very capable hands. Vard was closely followed in the specials class by Tom Ohle in his famous blown Dellow, only two marks behind, whilst brother Jack Ohle handed over his Dellow to M. O'Neil and sportingly passengered his wife driving her 1½-M.G. in the novices' saloon class. Two very sporting entrants were F. Bolger (Mark V Jaguar saloon) and P. Thomas (Dodge saloon) both being somewhat heavily mounted for the tighter pylon tests. In the "wobble-wobble" pylon tests at Glencree, Bolger wound the big Jaguar slowly but neatly through the pylons without touching one, but poor Thomas had the misfortune to get a large hollow pylon full of stones well and truly jammed beneath the chassis of his huge motor-car. In all tests O'Flaherty handled his Volkswagen saloon extremely well to win the experts closed class by the hefty margin of 12 marks, his second saloon class trials win within six days. Elmer Connell's elderly but well-preserved "Brooklands" Riley

(Continued on page 474)



AT THE SINGER O.C. ANNUAL: Club officials and works representatives at the Singer Club's Dinner on 21st March. L. to r. J. Kaddy (Singer Motors); Miss J. McDowall (Assistant Secretary, S.O.C.); R. Mendenhall (Singer Motors); a guest; H. W. "Berf" Atree (Chairman, S.O.C.); a guest, and Keith McDowall, secretary of the Club



WORLD RECORDS BROKEN ON



MOTOR OIL

PIERO TARUFFI

with the "Twin Boom" Italcorsa Car

Sets up new International Class "E" records . . .

50 MILES - 15th January, 1952

ONE HOUR

50 KILOMETRES

3rd April, 1952

100

"

200

"

SUBJECT TO OFFICIAL CONFIRMATION



MOTOR OIL

THE VIGZOL OIL CO. LTD., VIGZOL HOUSE, GREENWICH, S.E.10

News from the Clubs—continued

suffered from braking troubles, finally retiring with one split brake drum, which was indeed hard luck. Jack Wolfe and Jimmy Grew were notable absentees from amongst the entrants in the specials class; their Ford specials both having developed transmission troubles shortly prior to the start. Maurice Cavey (M.K.V.) fought his way through to a tie with Tom Ohle for total marks but was given third place in the specials class when it was decided to award Best position in a tie to the competitor with best TIMES in the tests. A similar tie was decided in the same way between A.T.O.S.P.'s representative (Morris Minor) and Leo Manthorpe (1½ litre M.G.) who were finally placed second and third respectively in the experts closed class behind O'Flaherty.

Another disappointing non-appearance was that of Dr. Brendan O'Hara's new Porsche-engined Volkswagen which should have been a very machine to watch in the experts closed class.

Only three competitors managed to lose marks at the time checks, these being C. Gamble (Wolseley), R. Wallace (Fiat "Mouse") and Leonard's Singer roadster. The course was conscientiously dyed by Jimmy Millard who preceded the first competitor with his blown TC M.G. which became progressively less blown as it shed blower belts around the circuit. The start was at Jobstown and the route took competitors through Mount Seskin to Brittas and Stone Cross then through the magnificent scenery of the Featherbed mountain, Glencree and Sally Gap, the final check being at Loughlinstown, after which competitors and officials enjoyed a mild party and refreshments at the Beechwood Hotel, Killiney, where results were worked out and awards presented on the spot.

The popularity of this type of non-car-wrecking trial can be judged by the fact that there were no less than 58 entrants, most of whom declared themselves thoroughly satisfied with the Club's interesting new marking system. Maybe some of the tests could have been a little more interesting—however!

H. A. O'B

(Results were published in the 28th March issue)

WESTMORLAND HILL-CLIMB

THE Westmorland M.C. are holding a Closed Invitation Hill-Climb for sports- and saloon-cars on 24th May, at Barbon, Kirkby Lonsdale, Westmorland. Invited clubs are: Liverpool, Yorkshire Sports Car, Lancashire, Middlesbrough and District, M.G. (N.W. Centre Lancashire and Cheshire and Chester.

Classes will be as follows.

Saloon-cars: Up to 1,200 c.c., unsupercharged; 1,201 to 1,750 c.c., unsupercharged; 1,751 to 2,500 c.c. unsupercharged.

Sports-cars: Up to 1,250 c.c., unsupercharged; 1,251 to 1,750 c.c., unsupercharged; 1,751 to 2,500 c.c., unsupercharged.

Saloon and sports: Up to 1,500 c.c., supercharged.

The course is the one which satisfied everyone last July, 8-mile long with an overall gradient of 1 in 12. It includes a short straight leading into a 90 degrees left-hand bend, then a 45 degrees left-hander followed by a 500-yard straight,

terminated by a steep right-hand hairpin, with the finish 40 yards beyond. Surface is good tarmac. Electrical timing will be used.

Entries will be restricted to the first 60 to allow two runs each. Practising starts at 10 a.m. and racing at 2 p.m.

Clerk of the Meeting is J. H. Lafone Esq., Hylands, Kendal, (phone Kendal 403) from whom regulations are now available.

SPEED TRIALS AT GOSPORT

THE Gosport A.C.'s Speed Trials will be held on Sunday, 27th April. The event will include classes for saloon, sports and racing-cars. Competitors will be electrically timed over the quarter-mile course which is dead straight and flat on a good surface. The course lies four miles south of Fareham just off A 32 on the outskirts of Gosport.

Previous events have proved very popular, and the three meetings held last year with entries of 110 for the closed invitation event and 80 and 65 for the two closed events, will give some indication of the success of these meetings.

The course record is at present held by Archie Butterworth (A.J.B.) with a time of 12.69 secs.

Copies of the regulations may be obtained from the Hon. Secretary, A. A. Ards, of 6 Testcombe Road, Gosport, Hants.

The date of the Club's first "closed" speed trial originally fixed for 15th June has been changed to 8th June. This has been done to avoid clashing with a speed event at Redhill, Surrey, also in order that the G.A.C. may accept an invitation from the Chiltern C.C. to compete in their Rally.

TIPPERARY HILL-CLIMB

"THE Stonethrowers" (Tipperary Light Car and Motor-Cycle Club) are holding their second Annual Open Hill-Climb on 27th April at The Sweep, Dungarvan, Co. Waterford over the same course as last year. This is a magnificent two-mile stretch of main trunk road with plenty of gradient all the way. There is a dead slow right-hand hairpin just after the start, followed by a fast left-hand sweep of over a quarter mile, another wicked hairpin—left handed this time—then a fast but exciting left and right "snake" and a gentle all-out right hand curve to the finish.

There will be scratch and handicap classes for cars up to 1,250 c.c. (ubiquitous Abington!) and scratch and handicap classes for cars over 1,250 c.c. (open cars only). Proceedings will wind up with a dance and prize-giving that night at Clonca Strand Hotel.

Regulations and entry forms by return, from A. O'C. Gibbings, Competitions Secretary, Tipperary L.C. and M.C.C., 54 Irishtown, Clonmel, Co. Tipperary.

SEVERN VALLEY M.C.'s WELSH RALLY

THE Severn Valley Motor Club are holding a Closed Invitation Welsh Rally on Sunday, 27th April, under R.A.C. Permit No. C/611. The venue has been altered from Criccieth to Aberystwyth. The following Clubs have been invited: South Wales A.C., South Caernarvonshire M.C., Mid Cheshire

C.C., Oswestry and District M.C., Rhyl and District M.C., North Staffs M.C. and the Wolverhampton and South Staffs C.C.

The route will be approximately 262 miles long and will be of the usual rally nature, mostly on main roads, and is planned to be non-damaging to any kind of vehicle. The start and finish will be at the West Midland Motor Company's premises at Shrewsbury. First car leaves at 9 a.m. and is due at Aberystwyth at 12.53, after completing the morning run of 112 miles. On arrival at Aberystwyth, cars will be put through three driving tests on the promenade, which is being closed for this purpose by kind permission of the Aberystwyth Town Council. Competitors will then have a lunch break, the first car leaving at 2.08 p.m. to complete the return run of 150 miles to Shrewsbury. The first car due at Shrewsbury at 7.08 p.m. Vehicles will then be checked for the working of lights, windscreen wipers, starters, etc. Entries are limited to 50, and Regulations are available from the Secretary of the Meeting, Mr. G. E. Carder, the West Midland Motor Co. Ltd., Abbey Foregate, Shrewsbury.

M.U.M.C. COMMITTEE CUP RALLY

A Closed Rally for the Committee Cup is to be run by the Manchester University M.C. on 19th April. The course will be about 90 miles in length, and starting point is the Car Park, Heald Green Hotel, Heald Green, Cheshire, first vehicle leaving at 4.30 p.m. There will be four time controls en route. Entries can be accepted up to 17th April; R. M. Dobson is the Secretary of the Meeting, and his address is 30 Broad Walk, Wilmslow.

The A.G.M. of the M.U.M.C. takes place on 25th April in Lesser Hall, University Union, Burlington Street, Manchester, commencing at 7.30 p.m.

THE NORTH WALES RALLY

THE Rhyl and District M.C.'s *Rallï Gogledd Cymru*, the North Wales Rally, is to take place next week-end on Saturday and Sunday, 19th/20th April. Run again this year as a night and day event, starting from Rhyl and Chester and finishing at Rhyl, this fixture should prove of major interest both to experienced Rally-ists and to those attempting a Rally for the first time. The two starts will converge at a point south of Mold, and total distance is under 300 miles.

Competitors will arrive at Rhyl at around 7.30 a.m., for breakfast at the Marine Hydro; a Regularity Test in the form of a strictly timed 30-mile circuit will follow. During the course of the Rally British summer time comes into force so watches will be set at the new time as and from the starting control. First competitors will thus leave the two points at 9 p.m. B.S.T., or 8 p.m. GMT.

Clubs invited to compete are Severn Valley, Liverpool, Mid-Cheshire, South Caernarvonshire, Chester, M.G. (N.W.) and Lancashire. Entries for this interesting event close next Wednesday, 16th April, they should be sent to the Secretary of the Meeting, R. Reading, at 92 Grange Road, Rhyl. (Phone Rhyl 179)

(Continued on page 476)

AL-FIN

BRAKE DRUMS

start the Season Right!

INTERNATIONAL SPORTS CAR 12 HOUR GRAND PRIX of ENDURANCE
SEBRING, FLORIDA

First—FRAZER-NASH—H. Grey, L. Kulok

Joint Second—JAGUAR XK 120—C. M. Schott

Fourth—JAGUAR XK 120—Robert O'Brien

(Subject to official confirmation)

*All the above privately owned cars were
equipped with Wellworthy AL-FIN Brake Drums*

NOTE—The Formula 2 H.W.M. is equipped with AL-FIN Brake Drums
"These brakes have not been modified, experience in last year's racing
having shown them to be highly satisfactory"



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RALLY OF GREAT BRITAIN

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Used, and recommended, by Mr. Imhof . . .

. . . Mr. Peter Reece—also using Notwen—5th Open Car Class

Forty-Eight Hours Hard—continued

Jaguar and returned to the foot of the hill.

We pushed on through deep water on the road to the next time control at St. Claude, and then on to the final stages. At Lyon-la-Doua there was a timed standing kilometre. Stirling believed that his car had little chance against the much lighter XK 120 two-seaters and Herzet's coupé. However, making a perfect getaway, and using straight-through changes without over-revving, Moss recorded 32.2 secs., crossing the finishing line at just on 110 m.p.h. This was second fastest of the day, Descollonges doing 32 secs dead.

For the last section, which was considered dangerous owing to the amount of local traffic about, the schedule speed was dropped to 40 k.p.h. This included 40 kilometres from Lyon-la-Doua to Charbonnières, via the Montée des Soldats and the Tour de Salvagny. We clocked in at the finish with plenty of time in hand.

We were thankful to get to bed at the Carlton Lyons. Unfortunately our suitcase went astray, and we had to dine in the restaurant in our rally rig out, the case arriving just as we were going to bed.

The event concluded with a speed hill-climb on Sunday at the Casino before a huge gallery of spectators. Stirling made second best time (50 secs.) to Descollonges's 49.6 secs. In the evening there was a ball and a banquet at the Casino. Contrary to normal French procedure, there were no speeches at the end of a most sumptuous dinner, although M. Amort, of the A.C. de Rhône, Director of the Rally, announced that all awards had been withheld following a large number of protests concerning contravention of certain regulations and dissatisfaction about the standard times system.

Nonetheless, the Lyons-Charbonnières Rally is a remarkably fine event. The presence of Stirling Moss was welcomed by the organizers, and resulted in the event being given greater publicity in the French newspapers than it has ever had before. I can thoroughly recommend the rally to intending British entrants, and we have the assurance of everyone concerned that next year everything possible will be done to attract entries from this country.

COMING ATTRACTIONS

April 11th. West of England M.C. Trial, Mid-Devon

April 11th/12th. M.C.C. Lands End Trial. Starting points London (Virginia Water), Stratford-on-Avon, Plymouth

April 12th. Bristol M.C. and L.C.C. Race Meeting, Castle Combe Start 1 p.m.

Blackburn Welfare M.C. Race Meeting, Brough, Yorks. Start 1 p.m.

Tenby M.C. Lydstep Hill-Climb. Start 2 p.m.

Veteran C.C. Abingdon Rally.

Aston Martin O.C. Trial, Mendips.

April 12th/14th. Rallye Benefrux, Belgium (S.T.).

Scottish S.C.C. Highland 3-Days' Rally. Start, Falkirk (Ice Rink), Stirlingshire 9.30 p.m.

April 12th/15th. Ulster A.C. Circuit of Ireland Trial

April 13th. Coppa Inter-Europa (Sports-Cars) Monza, Italy

Aberdeen and District M.C. Trial

April 14th. B.A.R.C. Race Meeting, Goodwood. Start 1.30 p.m.

Pau G.P. (F.2), France.

Half-Litre Club Race Meeting (F.3), Brands Hatch. Start 2 p.m.

Circuit of Marrakech, Morocco

Australian G.P. (F.1).

West Cornwall M.C. Trengwainton Hill-Climb. Start 2 p.m.

Jersey M.C. and L.C.C. Sand Race Meeting, St. Ouen

News from the Clubs—Continued**J. C. MILLARD (DELOW) WINS CONNACHT TRIAL**

THE Connacht Motor Club Trial for the Henderson Cup was this year modified to suit all types of cars, and was not of a chassis-breaking nature. A number of standard saloons did, in fact, compete, and at the last minute a surprise change in the entries was the substitution by Jimmy Millard of Tom Ohle's well-known blown Dellow for the famous Morford Special in which he normally competes. That a completely strange mount didn't worry him Jimmy very quickly proved by winning the premier award.

Competitors were required to do two laps of a 15-mile course through the most beautiful countryside, but many miles of it on roads thickly coated with white dust, which was a little tiresome at times. From the outset it was obvious that the real fight would be between Millard, Kevin Murray (M.M. Special Mark 2) and Cecil Vard (C.E.R. Special). On the surface it looked as if Vard was going to be the winner, as he was the essence of neatness and precision in all tests, slipping the extremely short wheelbase, little special in and out of pylons and markers as if they were just part of his daily run to the office. However, on checking the times it was found that Jimmy Millard's heavily weighted right foot, coupled with the blown potency of the Dellow, was more than a match for Cecil. Kevin Murray was not feeling at all well, but making a tremendous effort, was as neat and quick as ever, finishing only a few marks behind Vard. Millard would have piled even more marks between himself and Vard had he not had to learn the hard way that the Dellow completely refused to answer to the steering at speed in reverse! H. A. D.B.

RESULTS

Premier Award: J. C. Millard (Dellow), 1394 marks. 2, C. Vard (C.E.R. Spl.), 1374. 3, K. P. Murray (M.M. Mark 2), 1334. 4, R. B. Le Fanu (Ford Spl.), 1115. 5, J. Wolfe (Cub Spl.), 994. 6, —. Green (M.C. TC), 824. 7, W. Tamplin (Renault), 77.

CLUB FIXTURES

Bentley D.C. Meetings 11th April The Roebuck, Middlesbrough. With 7.40 p.m.
12th April. B.K. Club Hotel Midway Deep Cumbria. Chester 7.30 p.m.
14th April, Red Lion Hotel, Petersfield, Hants. 7.45 p.m.
14th April, Woolpack Inn, Comershall, Bucks, 8 p.m.
14th April. Waggon and Horses, Elmer, Herts. Flat 340 Club. Annual Rally 11th April. Rediff. 1.40 p.m.
Able O.C. Millard.—Cotswolds Rally 11th April. Starting at Park Hotel, near Stroud 2.15 p.m.
Morgan Three Wheeler Club, Social Run to Kirby. 11th April. Meet Albert Square, Manchester 9 a.m., Preston A.F.C. ground, 10.30 a.m.
Eastern Counties M.C.—Talk on B.R.M. by Raymond Mays, 14th April, Colchester.
Half-Litre Club, Dance later Brands Hatch 10.30 p.m. 14th April, Greenway Country Club, W. 11.30 a.m. 8.30 p.m.
Cheltenham M.C. White Drive, 16th April, Priory. 10.30 a.m. 7.30 p.m.
Wager O.C. (Southern). Film Show 16th April. 7.15 p.m. 8 p.m.
Vintage A.C.C. Third Thursday Meeting 17th April. White Lion, Cobham, Surrey.
London M.C. 17th Thursday Meeting 17th April. Maiden Arms, Maddox Street, London. W. 1.30 p.m.



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FRN 911 EXWORKS TEAM CAR

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THIS car has had considerable success in competitions including winner 1500 cc. class 1951 Silverstone Production Car Race and fastest lap at over 75 m.p.h. and winner 1950 1,500 cc. class I.T. and many other awards.

The car is absolutely reliable for road or competition work. Genuine mileage under 12,000. Offered at £1,075. Terms, exchanges etc.

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Correspondence—continued

Our Trials Regs. Ballot

I WOULD like to endorse fully the letter of Dennis Dent in a recent issue.

Since then you have had the ballot result which you state is 78 per cent. in favour of leaving the regs. alone. I think it would have been better if you had stated the actual number who polled votes, thereby showing how much interest was taken by competitors.

Your ballot does not give a true picture at all as you asked for a straight Yes or No. This problem requires a far more comprehensive answer than that, any suggested changes to be voted for or against separately, also by only accepting votes from competition licence holders you excluded from the ballot would-be competitors who would enter or re-enter trials if the freak motors and hills were eliminated.

I trust that the B.T.D.A. or R.A.C. whichever is responsible for the framing of the new regulations will go into the matter far deeper than you have done, getting the opinions also from clubs who must be getting very tired of endeavouring to find steeper and yet steeper hills to stop the too specialized specials.

WOLVERHAMPTON.

F. D. GILSON

YOU quote 78 per cent. of the postcards received as stating that they are satisfied with the present regulations. Could you please state how many people voted?

It would also be interesting to hear how many people did not vote, owing to the fact that they consider themselves non-eligible through not being a regular competitor, because of their unsuitable car. It is these folk we want to encourage to the sport. Furthermore, taking the trials sport as a whole, it seems a pity that we cannot bring it to some useful purpose.

We travel the country, chopping up farmers' land and tracks, etc., and it is becoming increasingly difficult to find sections and to obtain permission to use same when found. We are not even making progress in general motor-car design (especially if the "engine regulations" remain unaltered); in fact, we are travelling backwards in more ways than one.

As a suggestion, perhaps it would be possible to form a motor section to assist the farmers (without whose help we could run very few trials) when nature takes over, and becomes awkward. We read of sheep and lambs being buried in the snow and of villages being cut off. I feel that 50 or so experienced trials drivers and passengers could be of some assistance, by arranging for a squad to be called out at short notice when needed.

If only a fraction of the animals were saved, this would at least repay a little to the farmers to whom the sport as a whole is indebted.

LONDON, S.E.22.

B. H. COX

(The total number of postcards and letters received was 52.—Ed)

BOOK REVIEW

"The Secondhand Car Owner".

Authors: Noel D. Green and R. Barnard Way.

Size: 4½ ins. x 7½ ins., 144 pp.

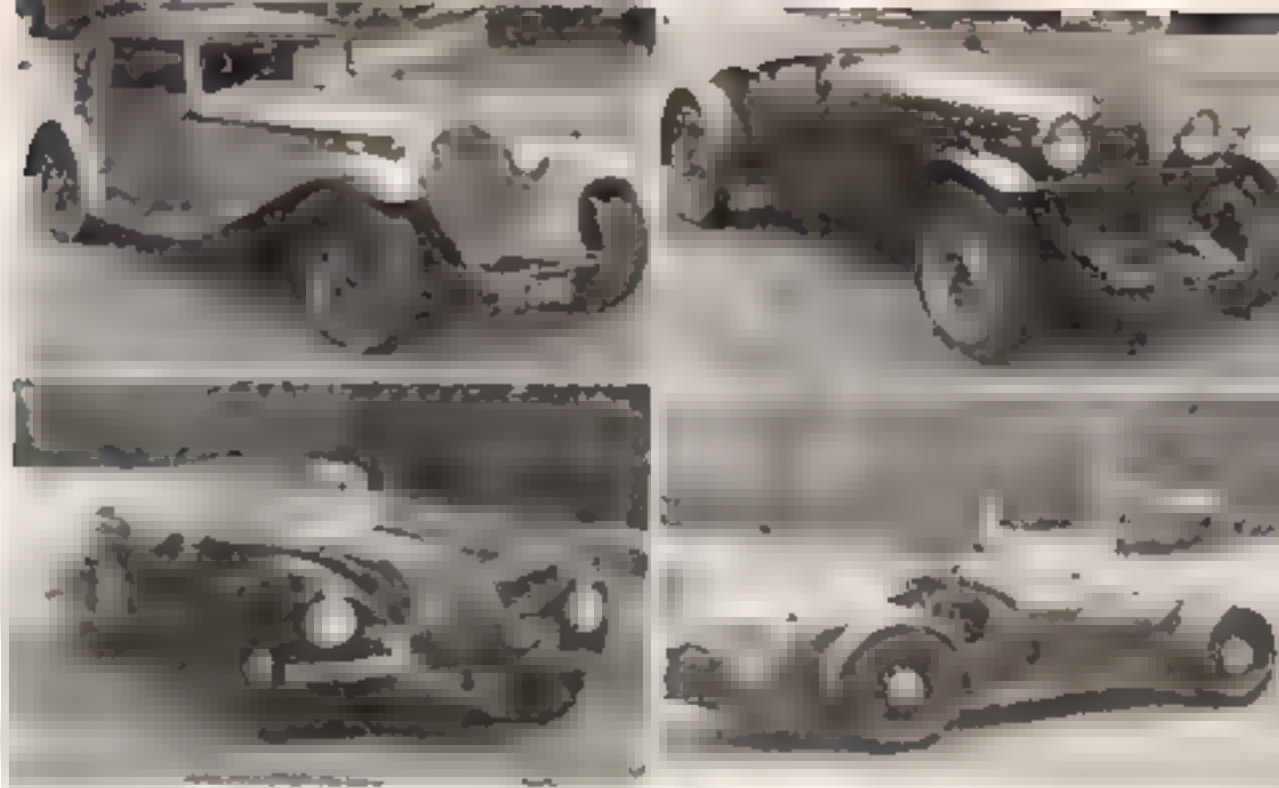
Price: 6s.

Publishers: Wells Gardner, Darton & Co., Ltd., 49 Brighton Road, Redhill, Surrey.

HERE is a most useful book for the great number of people who wish, or are forced by current prices or the time factor, to buy their cars secondhand. The compilers, Noel Green and R. Barnard Way, are engineers who have never owned any other than secondhand cars throughout a long career of motoring, and have thereby acquired much valuable knowledge of motors and the motor trade.

The Secondhand Car Owner is a readable "concentrate" of this knowledge, and contains simple and lucid explanations, amply illustrated, of the mysteries of the engine, ignition, carburation, wiring, etc. Many a valuable "wrinkle" gained the hard way from experience, is offered to the reader, and as a truly comprehensive handbook on the working of a motor-car, this is excellent value at 6s.

C. P.



ALFA ROMEO—supercharged 8-cyl. 2.3-litre Castagna foursome drophead coupé, £1,050

ALFA ROMEO—17/95 Gran Sport 2-seater, £565.

ALLARD—1948 71L 4-seater, £745

ALLARD—1948 prototype J.2 4-litre Competition 2-seater, £745

Chiltern Cars

JAGUAR—1939 3½-litre 100 2-seater, reg 1948, £625

FRAZER-NASH BMW.—1939 Type 326 saloon, £695

FRAZER-NASH BMW.—1937 Type 329/326 foursome drophead coupé, £565

RILEY—Brooklands 1,100 c.c. 2-seater, £365

RILEY—Imp 1,100 c.c. 2-seater, £450

11a Water Lane,
LEIGHTON BUZZARD
Bedfordshire

Telephone 2660



RUDDS RECOMMEND a most exceptional M.G. TA roadster which was completely rebuilt last year regardless of cost and now resembles a low-mileage post-war example, having been resprayed red and re-upholstered beige with black carpets. Fitted dual S.U. and dual passlamps. Chrome valve cover, oilco, under bonnet lighting, Fram Windtones, etc. £425. Terms arranged. Offers considered.—65 Victoria Road, Worthing 4635.

TA £480 spent last 18 months, new engine (with accessories) balanced, polished, tuned, new clutch, drive, axles, shafts, hubs, wheel bearings, steering, brakes, springs. Newton instruments, sports coil, twin horns, luggage rack, seven tyres, tonneau, etc. Baby wanted new saloon which has arrived. £415 o.n.o.—Box 628.

TYPE TC, June 1949. 14,000 miles. Owned and maintained by technical journalist. Absolutely standard, but performs like Stage 1. Price £795.—Philip Smith, A.I.Mech.E., 23 Wood Road, Brooklands, Manchester. Phone: Sale 6595.

1938 TA M.G. Black; in good running order. £350. North Wales district.—Box 627.

1934 M.G. Magna saloonette, £165.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Phone: Buckhurst 1171.

MORGAN

MORGAN 4/4, Official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.L. Langham 7713.

F. H. DOUGLASS, the MORGAN specialists. New and secondhand chassis and engine spares for J.A.P., Matchless and Antant, cylinders rebored and refitted, new pistons supplied.—Ta South Ealing Road, Ealing, W.5. EAL 0570.

1950 MORGAN 4/4, 10 h.p. 2-seater sports, one owner, excellent condition, mileage 3,000, price £630, no dealers.—Mryles, The Heath, Clifton-upon-Dunsmore. Tel.: Rugby 3649.

RACING-CARS

TIGER KITTEN.

Tiger Kitten I is for sale. Owner reluctantly has to sell owing to business commitments. Engine has been overhauled since overhaul by J.A.P. and fitted latest modifications. Plenty of spares. £175 the lot, or near offer. Seen Cheltenham.

Write **MARTIN CADBURY**, Martin Cadbury (Printers) Ltd., St. Lukes Road, Cheltenham, for further details.

STRANG 500.—With great regret I have to part with this car. Car, spares, trailer. £310.—G. R. Baird, 55 Ship Lane, Walsall.

RILEY

1938 RILEY SPRITE (Reg. Nov. 1938)

Sports 2-seater, present owner seven years. Four new tyres, very attractive, accept nearest offer to £400.

MELLY, WAVERLEY

176 Moor Lane, Liverpool, 23.

*Phone: Great Crosby 2125.

1935 RILEY Kestrel, oil cool, new trim carpets, battery, presselector, B.R. Green. £275.—Orchard House, Flitton, Beds.

1929 RILEY 9 four-door. £65.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Phone: Buckhurst 1171.

SINGER

SINGER 1500 saloon, September 1950, one owner, guaranteed 13,500, 30 m.p.g., perfect. £1,025.—Box 620.

SPECIALS

IMHOF SPECIAL

This well known trials car with tubular chassis, independent suspension of all four wheels, especially tuned M.G. TD engine with Marshall blower and hydraulic brakes, exactly as run in last two trials. Colmore no marks lost, sixth place, and Cockshott trial best performance. Price £450.

A. GODFREY IMHOF

112 New Oxford Street, London, W.C.1. Museum 7878.

H.S.M. SPORTS 2-seater 1941, fitted 2-litre Alfa Romeo pattern engine, immaculate condition.—Cass's Motor Mart, 5 Warren Street, London, W.1. EUS 4110.

M.G. /FORD, taxed, insured, with spares. Suitable shopping, Trials, Springs, what have you. Offers over £200.—Seven Kings 0821.

SPECIAL BUILDERS.—Ford model "B" (14.9 and V8), lowered at rear by "Z" pattern modification. Two complete front axles both "B" type and Bendix (reconditioned). Two rear axles, one fitted, other in pieces for inspection, with Bendix brakes. Rear engine tester moved back and modified. Excellent 14.9 model "B" engine and gearbox complete. Four 23-in. wheels and tyres. Radiator and core. £50 lot. Buyer collects.—Rudd, 65 Victoria Road, Worthing 4635.

STANDARD

AVON Standard 1930 10 h.p. 2/4-seater tourer, good order. £80.—21 Coates Hill, Bickley, Kent.

SUNBEAM

SUNBEAM 20 h.p. saloon, 1931, chauffeur kept and in outstanding condition.—Box 622.

SUNBEAM-TALBOT

£1,200 1950 SUNBEAM-TALBOT 90 coupé, under 10,000 miles, silver-green, brown leather upholstery, heater, de-mister, full Rexel conversion, many extras, carefully maintained, ideal for fast economical touring.—Major Mackay, The Holt, Portsmouth Road, Camberley (Tel. 590), Surrey.

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1939 A.C. 2-litre d/h. fourseater	£445
1934 Alvis Crested Eagle 30 h.p. saloon ..	£145
1931 Aston Martin International 2/4-str. ..	£275
1937 Austin 16 Cabriolet	£345
1935 Austin 10 Cabriolet	£225
1931 Bentley 4 1/2 blower, V.D.P. tourer ..	£490
1936 Bentley 4 1/2-litre d/h. with dickey ..	£365
1930 Bentley 4 1/2-litre V.D.P. tourer ..	£345
1925 Bentley Red Label tourer	£265
1941 B.S.A. 10 h.p. 4-str.	£355
1940 B.S.A. 10 h.p. 4-str.	£295
1948 Ford Jeep shooting brake	£275
1939 Ford V8 81A convertible saloon ..	£265
1933 Ford 8 4-door saloon	£195
1930 Frazer-Nash/BMW cabriolet	£125
1940 Hillman Minx saloon, spotless	£425
1936 Hotchkiss 14-litre Grand Sports d/h 2-str.	£425
1935 Lagonda 4 1/2-litre Rapide chassis ..	£175
1934 Lagonda 4 1/2-litre V.D.P. tourer ..	£425
1935 Lagonda 16/80 saloon	£225
1935 M.G. PA 8 h.p. 3-seater	£395
1934 M.G. PA 8 h.p. 4-str.	£265
1934 M.G. J2 8 h.p. 2-str. record. engine ..	£265
1939 M.G. TA 10 h.p. Tickford d/h.	£525
1934 M.G. PA 8 h.p. 2-str.	£285
1935 M.G. J2 10	£195, £225 and £235
1933 M.G. 12 h.p. 4-str.	£145
1938 Morris 8 saloon (C)	£275 and £295
1936 Oldsmobile 27 h.p. d/h. coupé	£225
1934 Ralston 30 h.p. saloon	£175
1940 Riley 14-litre Nuffield saloon	£495
1950 Riley 24-litre, 15,000 miles, one owner	£1,450
1930 Rolls-Royce 22 h.p. clam-coupled saloon by Hooper	£335
1933 Rolls-Royce Phantom II clam-coupled limousine	£575
1933 Rolls-Royce Ph. II, town and country Windover limousine	£695
1926 Rolls-Royce 21.6 h.p. saloon, Cooper ..	£245
1924 Rolls-Royce 40/50 van, beautiful cond. ..	£95
1937 Rover 16 h.p. saloon	£375
1934 Singer Ramapo 9 h.p. saloon	£225
1934 Singer Le Mans 4-str.	£245
1935 S.S.L. 20 h.p. d/h. fourseater	£195
1949 Sunbeam-Talbot 90 saloon	£945
1937 Talbot 75 18 h.p. saloon, manual box ..	£275
1932 Triumph 9 h.p. 2-str.	£95
1939 Vauxhall 10 h.p. saloon	£425

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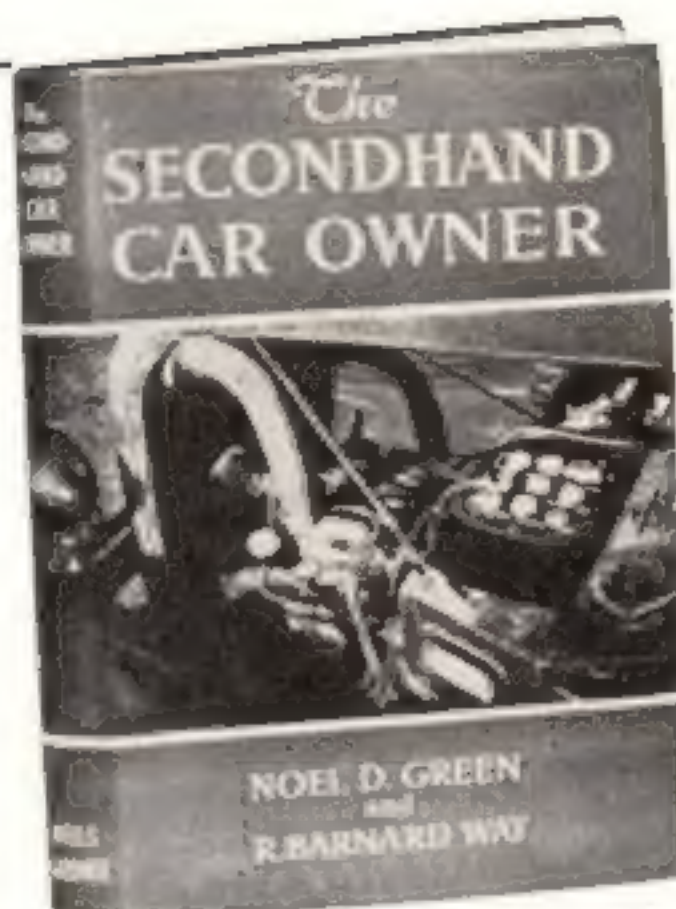
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